

Hongkong Daily Press.

ESTABLISHED 1857.

No. 16885, 號五十八百八千六萬一第 日九十二月四年子壬 HONGKONG, FRIDAY, JUNE 14TH, 1912. 五拜禮 號四十六月六年二十百九千一英港香 PRICE, \$3 PER MONTH.

Experiments on Hammer
Beings have proved the
body-building power of
Bovril to be from 10 to 20
times the amount taken.

Bovril

INTIMATIONS

NEW PIANOS ON HIRE

AT

\$10 PER MONTH.

TUNING AND REGULAR

ATTENTION INCLUSIVE.

S. MOUTRIE & CO.,
LIMITED.

[a27-3]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 37½ lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 29th April, 1908. [a304]

NEW CARTRIDGES.

BY popular English Manufacturers. In all
Bore and Sizes.

SMOKELESS POWDERS and CHILLER
SHOTS. From No. 10 to 8SSG. at \$6, \$7
and \$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [575]

SIEN TING

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation Free.
Hongkong, 21st September, 1905. [465]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants
Wholesale and Retail Ironmongers, Pig
Iron and Foundry Coke Importers. General
Storekeepers and Shipchandeliers. Nos. 35 & 37,
King's Road, SHANGHAI (2nd St. west of Central
Market). Telephone No. 515 [54]

PEAK TRAMWAY COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

1.00 a.m. to 1.30 a.m. Every 15 minutes.

3.00 a.m. to 3.30 a.m. Every 15 minutes.

5.00 a.m. to 5.30 a.m. Every 15 minutes.

7.00 a.m. to 7.30 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 15 minutes.

7.00 p.m. to 7.30 p.m. Every 15 minutes.

9.00 p.m. to 9.30 p.m. Every 15 minutes.

11.00 p.m. to 11.30 p.m. Every 15 minutes.

MITSU BISHI DOCKYARD AND ENGINE WORKS.

At A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrabo Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI

| | Length on Keel-Blocks. | Breadth at Entrance on Bottom. | Depth of Water on Keel-Blocks. |
|-------|---------------------------|-----------------------------------|-----------------------------------|
| No. 1 | 510 ft. | 77 ft. | 26 ft. |
| No. 2 | 350 ft. | 55 ft. | 24 ft. |
| No. 3 | 714 ft. | 88 ft. | 34 ft. |

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

| | No. 1. | No. 2. |
|------------------------------|-------------|--------------|
| Lifting Power | 7,000 Tons. | 12,000 Tons. |
| Max. Length of Ship taken in | 460 Feet. | 580 Feet. |
| " Breadth " | 56 " | 66 " |
| " Draft " | 22 " | 26 " |

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Dredger, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

S.M.R.

SOUTH MANCHURIA RAILWAY.

SHORTEST AND QUICKEST ROUTE BETWEEN

THE FAR EAST AND EUROPE, VIA DAIREN.

LONDON TO SHANGHAI IN 14 DAYS.

The S.M.R. Mail Steamers (equipped with wireless telegraph and carrying a qualified
surgeon on board) leave the S.M.R. Whampoa Wharf, Shanghai, every Monday and
Wednesday, connecting with the S.M.R. Express Train Service leaving Dairen every
Sunday, Wednesday, and Friday, in conjunction with the Trans-Siberian Express Service
at Changchun.

Steamer Fares:—Single \$40; return (available for 3 months), \$64.

Express Train Fares:—Dairen to Changchun, ¥29.45 (including Express Extra Fee).

Tickets and information at all the Offices of the INTERNATIONAL SLEEPING CAR
& EXPRESS TRAINS Co. and Messrs. THOS. COOK & SON; the NIPPON YUSEN KAISHA,
Shanghai; the REISENBUREAU DER HAMBURG AMERIKA LINIE; the NORDDEUTSCHER
or direct from the

SOUTH MANCHURIA RAILWAY CO.,

DAIREN.

Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Fresh stocks always on hand at Dairen, Newchwang, Port Arthur, and Tientsin Depots,
and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.

MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO.,

DAIREN.

Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

BREWER & CO., LTD.

PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.

COMMERCIAL STATIONERY, LOOSE LEAF LEDGERS, CARD INDEX SYSTEMS, FILES and OFFICE SUNDRIES.

ALL CLASSES OF PRINTING
PRODUCED UNDER FOREIGN
SUPERVISION.

[a25]

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, So. It's, A-1, and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.
Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[a760]

WEISMANN, LTD.

BAKERS.

CONFECTIONERS.

CATERERS.

RESTAURATEURS.

14, DES VERTS ROAD, CENTRAL.

THE KALEE HOTEL.

(Corner of Kianglee and Kiunkiang Roads),

SHANGHAI.

THE OLDEST FIRST-CLASS RESIDENTIAL HOTEL
IN SHANGHAI.

Opposite the magnificent English Cathedral in the business part of the town away
from the noise of tramways and smoke of the river.

130 ROOMS WITH A PRIVATE BATH TO EACH.

FRENCH CUISINE.

The latest Comfort.

A. MILDNER,
Manager.

[a716]



FOR BATHING PARTIES

BLACKBERRY BRANDY.

CHERRY BRANDY.

CHERRY WHISKY.

SLOE GIN.

CHERRY GIN.

PEPPERMINT.

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

[a36]

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE
OF THE FAR EAST ... \$10.00
Do. Do. Small Edition 5.00

CHILDREN OF FAR CATHAY: A
Social and Political Novel, by C. J.
Halscombe ... 8.50

THE JUBILEE OF HONGKONG,
being an Historical Sketch to which
is added an Account of the Celebra-
tions in 1891 ... 1.00

THE HONGKONG TYPEBOOK, Sept.
18th, 1906, Illustrated Account ... 0.50

TEMPORARY MINING REGULA-
TIONS IN CHINA ... 0.50

REGULATIONS FOR RAILWAY
CONSTRUCTION IN CHINA ... 0.50

HONGKONG HANSAID REPORTS
OF THE MEETINGS OF THE
LEGISLATIVE COUNCIL, Pub-
lished Annually ... 5.00

MOUNTINGS OF NAVAL GUNS
and their Subsequent Use with the
Ladysmith Relief Column ... 1.00

WARLIKE EXPLOITS OF THE
MERCHANT NAVY, by J. E.
Petherstonhaugh ... 1.00

POLITICAL OBSTACLES TO MIS-
SIONARY SUCCESS IN CHINA 0.25

TRADE MARK REGULATIONS
IN CHINA ... 0.25

MISSIONARY DIRECTORY on paper
Jover cloth 0.80
Do. Do. cloth 1.00

DOG AND GUN in New Territory ... 1.00

FROM HONGKONG TO CANTON,
BY THE PEARL RIVER—A
Book for the Globetrotter, by Capt.
O. V. LLOYD, with Maps and Illustrations ... 1.75

HONGKONG WEEKLY PRESS,
half-yearly vol. bound ... 7.50

FIFTY YEARS ANGLO-CHINESE
CALENDAR, 1864 to 1913 ... 2.00

RATES OF EXCHANGE AT
HONGKONG English Mail days
1874— ... 2.00

BOMBAY RATES OF EXCHANGE
AT HONGKONG, English Mail
Days 1893— ... 1.00

CALLED OUT: or the Chung Wang's
Daughter, an Anglo-Chinese Ro-
mance, by Chas. J. H. Halscombe ... 2.00

PLAN OF THE WEST RIVER ... 1.00

" " VICTORIA ... 0.75

" " KOWLOON ... 0.75

" " PEAK ... 0.75

" " NEW TERRITORY ... 0.75

POWER OF ATTORNEY FORM ... 0.25

MAIL TABLES Lr 1912 ... 0.80 & 0.25

HOTELS

HONGKONG HOTEL

Recently Refurnished and Redecorated
Large Airy Public Rooms.
Electric Lighting, Lifts and Fans.

Suites de Luxe
Bedrooms with European Bath and
Laratory attached.
Perfect Sanitation.

A LA CARTE GRILL ROOM.
[a28] J. H. TAGGART, Manager.

KING EDWARD HOTEL.

TELEPHONE No. 373.
TELEGRAPHIC ADDRESS—"VICTORIA."
Under Entirely New Management.

Theron tly Renovated.
Terms Moderate.
Excellent Cuisine.

H. HAYNES,
Manager.

Hongkong, 4th January, 1912. [a157]

GRAND HOTEL.

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE
HOTEL.
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly
renovated, extensively enlarged, and is now
luxuriously furnished and up-to-date in every
respect, situated in the most central position
Large and Airy Rooms, Hot, Cold, and Shower
Baths, Electric Light Throughout and Fans,
Large and Comfortable Lounges, Private and
Public Bars and Billiard Rooms, CUISINE
ENTIRELY UNDER EUROPEAN
SUPERVISION, Sanitary Arrangements of
the latest, HOTEL LAUNCH MEETS ALL
STEAMERS. Monthly Rates for Time and
Dinner. Special Rates for married families in
application to

FREDERICK REICHMANN,
Proprietor

(late Manager of J. H. LYONS (Trocadero-
Hotel, London, and
GRAND ORIENTAL HOTEL, Colombo).

Telephone No. 157.
Hongkong.
Hongkong, 1st September, 1910. [a39]

"BRAESIDE." PRIVATE HOTEL.

STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.

Telephone No. 690.
Apply to—"Mrs. F. W. YATTS"
"Braeside," 20, Macdonnell Road,
Hongkong, 4th December, 1907. [a37]

VICTORIA HOTEL.

SHAMSEEN-CANTON.

Telegraphic address—"VICTORIA, SHAMSEEN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL

MACAO

Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.
Every Information and Special attention given to
Tourists.

REASONABLE RATES.

780] WM. FARMER
Proprietor.

ROYAL GEORGE HOTEL.

HAIPHONG ROAD, KOWLOON.

A FIRST CLASS HOTEL for Residents and
Tourists.

Private and Public Bars.

Three First Class Billiard Tables.

Kowloon Picnic Parties Catered For,
on due Notice being given.

Indian Curries a Speciality.

M. J. NATHAN,
Manager.

Kowloon, 30th May, 1912. [a536]

A LING & CO.

19, QUEEN'S ROAD CENTRAL

FURNITURE and PHOTO GOODS
STORE.

Photographic Goods of every Description
in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [576]

INTIMATION

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A BLEND OF THE FINEST PURE

MALT SCOTCH WHISKIES.

For over 30 Years WATSON'S

"E" has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON & CO., LTD.,

ALEXANDRA BUILDINGS.

[23]

NOTICE TO CORRESPONDENTS

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications, and not as evidence of good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash. Telegraphic Address: P. 2222. Code: A.B.C. 5th Ed. Lieber. P. O. Box, 84. Telephone No. 12.

DEATH.

On June 8th, at Shanghai, FRANCIS GORDON, infant son of Mr. and Mrs. G. S. FORSYTH, aged 6 months.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 14TH, 1912.

In another column we print a translation of a telegram addressed by Mr. TUNG CH'ANG, the newly appointed Director in Chief of the National Bank of China, to the President and the Advisory Council. Mr. Mr. expresses great diffidence at accepting a post implicating him to a large extent in China's finances—and this diffidence we can easily understand. He also criticizes, with candour astonishing in one who is evidently in favour in Government circles, the general status of the Republican Administration and even of the Republic itself. In his indictment of the Republic, his most damning charge is that it does not possess the confidence of the people. So far, he says, from revolution having given the people more confidence in the Government, it has actually weakened and diminished it. This, if it were well-founded, would be a serious charge to bring against the Republic, and one that would call us to consider carefully our attitude towards the new régime. The instances quoted by Mr. Mr. show, however, that he has not fully realized the causes of the discontent with the new Administration that undoubtedly exists in some quarters, and consequently he attaches to the system defects, resulting from one phase of it only. His statement that the people have less confidence in the present Administration than they had in the Manchu Emperor is too absurd an exaggeration to call for refutation; what he really intends to say is, evidently, that the incidence of martial law has disturbed the confidence of the people in the ruling

powers. Had he put his proposition in this form, he would have performed a real service to China, for the long continuance of the present so-called Provisional Government, but actual military dictatorship, can result only in a general loss of confidence. The Republic, if it is to last, must justify its name: the dictatorship must be swept away, and "Government of the People, for the People, by the People" must be the order of the day. But this brings us directly against the financial impasse that weighs so heavily on Mr. Wu's mind, for it is nothing but lack of funds that stands in the way of a wholesale disbanding of troops, after which things would resume their normal course and democratic elective government would be possible. Mr. TUNG CH'ANG's economic may be occasionally crude, but he has no difficulty in demolishing the current visionary schemes for China herself to raise the necessary funds, though he does not venture to carry his argument to its logical conclusion: he sees no way for China to raise the money herself, but he will not go so far as to advocate obtaining it from foreign Powers. He calls loudly for the Government to state its financial policy, but regards as highly regrettable the only policy possible for it to adopt—foreign loans with foreign supervision. The two projects that he is at such pains to demolish are those of financing the State either by means of an irredeemable paper currency or by voluntary subscriptions. Has there ever, outside China, arisen such a wonderful idea as that of a State "supported by Voluntary Subscriptions"? To a European it suggests the confidence trick, yet there is actually at the present day in China a widely-boomed, though lifeless, movement for raising revenue in this way, and delegates are touring the country to spread the propaganda. The mystery is how it can pay them to do so; there are no rules or conditions attached to this National Subscription; there is no responsible Committee to control it; no subscription lists are published (but this would probably be explained by the fact that there have been no subscriptions); nothing is said about the sum to be raised, the purpose for which it is required, nor the return subscribers are to get for their contributions. JOHN CHINAMAN is told: "Your country needs your money; you should give lavishly to the patriotic cause," but he is not credulous to be inveigled in this way. Moreover, he has seen similar movements before, and possibly has suffered by them. A couple of years ago, some patriotic philanthropists conceived the idea of raising a subscription to a National Debt, but to this day no one knows what became of the money then raised—if any. Not to belabour a dead horse, however, these farcical ideas serve to show China's utter inability to grapple with the financial needs of the administration of a country containing some four hundred million souls and involved in the onward march of Western civilization. If evidence were required of the need of coupling a large foreign loan with a large measure of foreign supervision, it could be found in the fact that the wisdom of Chinese financiers has counselled the repudiation of the national exchequer by means of voluntary contributions.

A Chinese was yesterday sent to hospital suffering from wounds inflicted by a coolie who assaulted him.

Two cases of pneumonic plague occurred on the steamer *Cheong Shing* on her trip to Tientsin. Two comrades died. The steamer was sent back to Chefoo, where she was quarantined.

The report on the Police Magistrates Courts for 1911, laid on the table of the Hongkong Legislative Council yesterday, stated that the number of cases was 10,471 as compared with 11,688 in 1910, and the revenue was \$52,464.87 as compared with \$75,970.76 for 1910.

The remains of the late Mr. John Byron Scott were interred in the Happy Valley Cemetery yesterday afternoon. The service at the graveside was conducted by the Rev. W. T. Austin, of St. Peter's. Among the large gathering of mourners present were members of the Zetland Lodge, of which deceased had been Past-Master for the past 18 years.

A Chinese woman reported on Wednesday that she was robbed by a man at Yaumati on the previous day. Her story was that she arrived at Yaumati by launch from Tung Kun. As she was leaving the ferry she met a man and asked him where Yaumati was. He told her to follow him and for two hours led her about Yaumati, finally taking her up the hillside near the south face tunnel. When she found she was being taken away from the town she declined to go any further, and the man thereupon struck her, and then snatched the sum of 61 cents from her. She then managed to escape and made her way to Yaumati.

The hearing of the insurance case was continued at the Supreme Court yesterday. Our report will be found on page 7.

It is understood that the new regulation prohibiting motor traffic on certain roads, will be tested at the magistracy to-day, when a number of cases arising out of the new regulations will be heard.

STEAMER AGROUND IN THE HARBOUR.

The British steamer *Kansas*, which arrived in port yesterday morning from New York about ten o'clock, was making for the wharf at Kowloon when she grounded, and promptly showed the two black balls indicating that she was unmanageable. She took the ground about 100 yards from the Kowloon ferry wharf, and the vessel lying there was an interference with the ferry service.

Although several tugs came to her assistance the vessel could not get off the sandy spit on which she had grounded, and the work of discharging cargo was commenced. It is expected that the vessel will be floated to-day.

Such an incident, which is not isolated, gives support to the contention that some dredging in the harbour is a matter of urgent necessity. It certainly is remarkable that a vessel of less than four thousand tons should have touched bottom in this way. A few months ago one of the German mail steamers grounded about the same place, while the Blue Funnel steamer *Marian* used to stick there fairly often.

HONGKONG-BUILT COLLAPSIBLE BOATS.

By German mail on Wednesday the Taikoo Dockyard & Engineering Co. shipped the second consignment of a large order for semi-collapsible boats and life rafts, which have been constructed to the order of the Norddeutscher Lloyd for use on their Atlantic liners.

Boatbuilders and metal-workers have been constantly employed working night and day on this order, the boats being turned out at the rate of one per day, and rafts at the rate of two per day, which is a very creditable performance. When tested in the water with an excess of the complement of men on board, the boats and rafts showed a high freeboard, and have a very serviceable appearance.

THE MAGISTRACY.

The case in which five men were charged with armed robbery and murder at 35, Pokfulam Road was remanded until Monday next.

Before Mr. Melbourne yesterday, a Chinese was sentenced to three months' imprisonment and four hours' stocks for stealing a large glass mirror.

Four Chinese were charged, before Mr. Melbourne, with assaulting a countryman. The complainant stated that he worked in a fish shop, and he had no idea why the defendants assaulted him. All he knew was that they entered the shop and struck him on the head with a bamboo pole, inflicting a severe wound. He was rendered unconscious. The first defendant was fined \$5 or seven days, and the others each \$2 or five days. All the defendants were bound over to keep the peace for six months.

ALLEGED FALSE USE OF TRADE-MARKS.

A Chinese was charged with wrongfully applying trade marks to piece goods with intention to deceive. Mr. Otto Kong Sing appeared to prosecute, and Mr. G. K. H. Brutton represented the defendant. Mr. Otto Kong Sing said the prosecution was brought under section 3 of the Merchandise Marks Ordinance, No. 4 of 1890. Under the Ordinance the complainant was the registered owner of certain marks, and those marks were applied to certain quality goods. On April 7th, 1911, defendant made an application for the registration of certain trade marks, and the application was opposed, and successfully, by the complainant firm, who had previously registered similar marks, and who then became the registered proprietor of them. Since then it had been found that defendant had been using a trade mark belonging to the complainant firm, and applying it to the same class of goods as those on which the complainant's mark was stamped. On May 31st last, by virtue of a warrant, the goods in question were seized at Yaumati by Sergeant Brown. Evidence was tendered by Mr. Fletcher, Registrar of Trade Marks, to show that the mark used by defendant on his goods was identical with that registered by the complainant firm. Mr. Brutton's examination was directed to showing that a firm at Hoihow had been using these trade-marks for seventy years past. The hearing was adjourned.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AMERICAN PRESIDENTIAL ELECTION.

MR. ROOSEVELT FAVOURS WOMEN'S SUFFRAGE.

LONDON, June 13th.

A telegram from Oyster Bay states that Mr. Roosevelt announces that the platform he will submit to the Chicago Convention will contain an unequivocal declaration in favour of women's suffrage.

President Taft has now secured 128 out of the 262 contested delegates, one solitary Roosevelt supporter being recognised. The muttering of the Roosevelt supporters is becoming violent.

Governor Johnson, of California, refused to appear before the National Committee, declaring he would not submit to the trial of a title of property by the thief of the property.

Mr. Flynn of Pennsylvania, in an interview, stated that if President Taft was fraudulently nominated, it was still possible for the Roosevelt supporters to divide on the Republican vote in the National College, thus throwing the election to a democrat.

CHAMBERS OF COMMERCE BANQUET.

LONDON, June 13th.

Lord Desborough presided over a banquet held in honour of the delegates to the Chambers of Commerce Convention. Mr. V. Harecourt, Mr. Sydney Buxton, and the High Commissioners and Agents General were among the guests.

Replying to one of the toasts, Admiral Sir Edward Seymour advocated one Imperial Navy, which would be ready for service anywhere in the world at the call of the Home Government.

Mr. Buxton urged the necessity of uniformity in the customs and laws of the Empire, which would mean the removal of impediments to commerce. He also advocated the institution of one Merchant Shipping Act for the whole of the Empire. He anticipated good results from the Empire Trade Commission, which he hoped would be able to arrive at a basis on which labour and capital could co-operate for the common good. He further urged an International Wireless Conference between Britain and the Dominions. Italy and Japan had accepted the principle that ships must accept messages from other ships, whatever system was used.

The Royal Colonial Institute has prepared a memorandum for presentation to the Commission urging reconsideration of the idea of establishing a joint fund for the purpose of Empire development.

THE DIESTABLISHMENT OF THE CHURCH IN WALES.

GREAT PROTEST MEETING IN ALBERT HALL.

LONDON, June 13th.

London has been invaded by 15,000 Welsh churchmen, who held a demonstration in Albert Hall against the Diestablishment of the Church in Wales.

Special trains, bringing Welshmen to London, were arriving from 4 a.m. onwards and the great hall was packed.

The Archbishop of York presided, and criticised the speeches on the subject made in the House of Commons by Mr. Lloyd George, and said those speeches alone showed any enthusiasm for the Bill.

Mr. Bonar Law (Leader of the Unionist party in the House of Commons) moved a resolution calling upon the Government to submit the Bill to the country. The resolution was passed with the utmost enthusiasm.

THE WAR BETWEEN ITALY AND TURKEY.

LONDON, June 13th.

A semi-official statement from Rome is to the effect that the Turks lost a thousand killed on Saturday in the fight at Zanzur.

FAMOUS BOOK SOLD.

LONDON, June 13th.

Bunyan's copy of Fox's "Book of Martyrs" has been sold to Mr. Pierpont Morgan for £2,000.

[THROUGH REUTER'S AGENCY.]

PARLIAMENT AND THE STRIKE.

THE VOTE OF CENSURE DISCUSSED.

LONDON, June 13th.

Mr. Austen Chamberlain, in the absence of Mr. Bonar Law, who was speaking at the Albert Hall demonstration against the Diestablishment of the Church in Wales, moved the vote of censure in the House of Commons in connection with Mr. McKenna's recent statement that it was not the Government's duty to assist employers in acts like the importation of strike breakers, which was calculated to provoke disorder.

Mr. Chamberlain acknowledged that the dissatisfied workman was entitled to strike, but the satisfied workman, he said, had an equal right to work. Mr. McKenna's attitude and his statement were so grave and novel and fraught with such serious consequences to the industrial future that the matter could not be left where it was. The Government was prepared to call out troops at Belfast when they were wanted to protect the right of free speech, and they were at least equally bound to protect the right to work. Mr. McKenna was arrogating to himself the dispensing of a discriminating power having no basis in law or justice.

Mr. McKenna replied that there had been more labour protected in the present strike without summoning soldiers and breaking heads than ever before. He denied that men wishing to work had been prevented.

The vote of censure was negatived by 337 votes to 250.

Mr. McKenna stated that there are now 8,000 working at the docks, and there was no work for more so long as the lightermen were out. Employers at the docks were actually discharging men. With reference to the refusal to send police to Purfleet, it was only required that the local authorities should show the case to be urgent, because the metropolitan police were barely able to meet the demands of London. It had been suggested in that case that police should be obtained from Birmingham. That had been done. The statement he made last Thursday was made under a misapprehension. It did not refer to the Purfleet case, but to the action of Messrs. Houlder Brothers in filling the ship *Lady Jocelyn* with free labour and endeavouring to bring it to London. He adhered to his assertion that such action was provocative. If the ship had been allowed to enter, the protection of "blacklegs," so hated and loathed by strikers, would have necessitated the withdrawal of so many police protecting convoys that this work would have been almost completely stopped, and bloodshed and a complete sacrifice of public interest would have been the result. The police ought not to be withdrawn from other duties to protect such men in such circumstances. In justification of his action he pointed to the result that London in the midst of a strike lasting for weeks was still peaceful and there had been no rise in the price of food or use of exceptional means of protection.

THE NEW SECRETARY OF STATE FOR WAR.

LONDON, June 13th.

The appointment of Colonel Seely, as Secretary of State for War, vice Lord Haldane, is officially announced.

It is understood that Col. Seely will be succeeded as Financial Secretary by Mr. Mennay, whom Mr. Harold Baker replaces.

HOME CRICKET.

LONDON, June 13th.

The following results are telegraphed: Worcestershire v. Leicestershire, at Stourbridge. Drawn.

Gloucestershire v. Sussex, at Bristol. Win for Sussex by five wickets.

Australians v. Yorkshire, at Bradford. Drawn.

Northants v. Kent, at Northampton. Win for Northants by four wickets.

TEST MATCH.

In the second Test match England beat South Africa by an innings and 62 runs. South Africa compiled 217, Llewellyn contributing 75. Barnes took six wickets for 85.

[THROUGH REUTER'S AGENCY.]

THE DOCKERS' STRIKE IN GREAT BRITAIN.

LONDON, June 13th.

The strike is making no progress. The situation at the majority of ports is normal. The port of London is more busy than it has recently been, and 111 ships are unloading.

The ballot among the sailors and firemen is proceeding, but it is considered highly improbable that the result will show the necessary two-thirds majority in favour of a strike.

UNNAMEABLE HARDSHIPS.

The Government is not taking action in connection with the strike, but is leaving the parties to fight it out. There are no indications of a spread of sympathy with the strike, which is only effective in Bristol, Southampton and Swansea. Many of the Manchester strikers have already resumed work. The Strike Committee, in a manifesto issued last night, said they would be prepared to end the dispute on honourable terms, but that the employers had forced the situation, and were imposing unnameable hardships on the women and children. Arrangements were being made to march them through the City on the 15th inst. It is stated that the subscriptions in response to the strikers' appeal for funds are of the smallest.

OBITUARY.

LONDON, June 13th.

The death is announced from Paris of M. Passy, the pioneer of the Peace Movement.

BILLIARDS.

A return match between the Victoria Sargeants' Mess and Lyemun Mess for a Challenge Cup was played at Lyemun on Wednesday night. The former were again the victors, beating Lyemun by 31 points. Scores:—

VICTORIA.

| | |
|----------------|-----|
| Sergt. Keating | 163 |
| Sergt. Hinds | 176 |
| Mr. Gr. Muir | 200 |
| Sergt. Wilson | 200 |
| Mr. Gr. Fuller | 200 |
| | 930 |

LYEMUN.

| | |
|------------------|-----|
| Sergt. Holliday | 200 |
| Sergt. Keaney | 200 |
| Sergt. Wheatley | 177 |
| Sergt. Bickerton | 169 |
| Sergt. Erwood | 132 |
| | 908 |

COTTON TRADE COMPETITION.

THE NEED FOR EMPIRE-GROWN SUPPLIES.

Lord Rotherham, presiding last month at the conference of the Textile Institute at Manchester, said that the high prices of cotton were more likely to hit the spinner than the planter, who had his recompense for a short crop in higher prices; whereas the spinner was faced with a falling demand. The interest of the trade seemed to lie in the avoidance of extremes. Violent fluctuations were on the whole an evil, and the trade should desire an adequate supply of raw material which would give an opportunity of running their concerns to reasonable advantage.

In a paper on the problem of the cotton supply, Mr. Ernest H. Taylor, of Manchester, said that in recent years Lancashire's rivals on the Continent and in the United States had made great strides in the production of cotton fabrics. The advent of the humidity of its climate for the spinning of fine yarns was gradually, through the application of scientific methods, being undermined, and it was only a question of time before means would be found for obtaining the necessary humidity in the spinning mill in any part of the world.

Ruinous competition for an insufficient supply of the raw material had caused the great increase in prices of middling American cotton in Liverpool. The improvements in machinery in the processes of finishing and in the distribution of the last 25 years had all been nullified by the machinations of a clique of speculators. If Lancashire tackled the problem with energy and determination there was no reason why, in a few years' time, she should not free herself from the incubus of the American speculator and work out her own salvation by the provision of a sufficient supply of Empire-grown cotton.

MALAYALAM RUBBER AND PRODUCE COMPANY.—The report of this Company for the year ended December 31 states that the rubber crop amounted to 26,101lb., as against 12,551lb. harvested during 1910. The inclusive f.o.b. cost was 1s. 3-12d. per lb. and the net average price realized was 7s. 8-12d. per lb. The tea crop amounted to 1,041,100lb., as against 1,086,765lb. secured during 1910. The inclusive f.o.b. cost was 4-6d. per lb. and the net average price realized was 6-9d. per lb. The net profit was £16,889, making, with the amount brought forward, £20,995. The directors propose to pay a dividend of 8 per cent., less tax, and to carry forward £2,982.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Hon. Mr. CLAUD SEVERN.

HIS EXCELLENCY THE GENERAL OFFICER COMMANDING THE TROOPS, MAJOR-GENERAL C. A. ANDERSON, C.B.

Hon. Mr. C. CLEMENTI (Colonial Secretary).

Hon. Mr. C. G. ALABASTER (Attorney-General).

Hon. Mr. A. M. THOMSON (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. E. R. HALLIFAX (Registrar-General).

Hon. Captain F. J. BADELEY (Captain-Superintendent of Police).

Hon. Sir Kai Ho Kat, M.D., C.M.G.

Hon. Mr. E. OSBORNE.

Hon. Mr. MURRAY STEWART.

Mr. R. H. CROFTON (Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and approved.

FINANCIAL MINUTES.

The Colonial Secretary, by command of His Excellency the Officer Administering the Government, laid on the table the report of the Finance Committee (No. 7), and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

FINANCIAL.

The Colonial Secretary, by command of His Excellency the Officer Administering the Government, laid on the table the report of the Finance Committee (No. 7), and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

ADVERTISEMENTS REGULATION ORDINANCE.

The Colonial Secretary—I beg to lay on the table the Regulations made by the Officer Administering the Government-in-Council under section 2 of the Advertisements Regulation Ordinance, 1912 (Ordinance No. 19 of 1912), on the 11th day of June, 1912. These regulations have been referred back to the Executive Council for amendment, and they have been amended. I beg to move their adoption.

The Attorney-General seconded, and the motion was agreed to.

SANITARY BYELAWS.

The Colonial Secretary—I beg to move the adoption of the amendments of byelaws made under section 16 of the Public Health and Buildings Ordinance, 1903 to 1903. They were referred back to the Sanitary Board, and they have since been amended.

The Attorney-General seconded, and the motion was agreed to.

PAPERS.

The Colonial Secretary, by command of His Excellency the Officer Administering the Government, laid on the table the following papers:—"Report on the Police Magistrates' Courts for 1911," and "Report on the Finances for 1911."

THE CLOSING OF JUBILEE ROAD TO MOTOR TRAFFIC.

The Hon. Mr. MURRAY STEWART asked the following questions standing in his name:—

1.—Will the Government re-consider the recently issued Regulation closing the Jubilee Road to motor traffic, and modify it to the extent of permitting such traffic, in one direction only, during certain hours of the day?

The Director of Public Works replied as follows:—The answer is in the negative. The Jubilee Road was closed to motor traffic because in the opinion of the Officer Administering the Government-in-Council it is wholly unsuitable for such traffic.

HIS EXCELLENCY—I think it may be convenient to the Council if I take this opportunity to make a short statement on the subject of the Vehicle Regulations, as some misunderstanding appears to exist with regard to them. The question of providing for the proper regulation of road traffic in the Colony has been under consideration for some months. Early in May I was concerned at the constant accidents caused by motor vehicles, and I obtained a report which showed that there are 21 motor cars in Hongkong, of which seven are privately owned, and 14 belong to four garages. No accidents had been caused by the former, while the latter had been responsible for 28 accidents during the 10 months from the 1st January, 1911, to the 30th April, 1912, which resulted in four persons being killed and four seriously injured, a very bad record. It may be argued that the public of Hongkong are unaccustomed to motor cars and that as time goes on these accidents will cease, but I am of opinion that, speaking generally, Hongkong, unlike the Straits and Shanghai, is unsuited for motor

traffic except to a very limited extent, and I think this view is held by a large majority of those who are in a position to judge. The Government, therefore, considered it their duty to safeguard the public interests by closing to motor traffic all the roads of the Colony, except those which were suitable for such traffic. Of the two roads which connect the City of Victoria with Aberdeen it was decided to close the Jubilee Road, as it is narrower and has sharper curves than the Pokfulam Road. I am convinced that the Regulations will in no degree restrict the proper employment of motor vehicles in this place, and they certainly will render our steep and narrow roads safer for that very large majority of the people who are unable to travel in motor cars, and who have hitherto been accustomed to use the roads without hindrance or danger.

Hon. Mr. STEWART—May I ask if any of these accidents occurred on Jubilee Road?

HIS EXCELLENCY—I can't say. I think not. We are not legislating for accidents that have occurred, but for possible accidents that may occur.

THE STATE OF A PEAK ROAD.

The Hon. Mr. STEWART also asked:—Will the Government take steps to expedite the work which has now, for several months past, rendered the Craigmin Road impassable for chair traffic and dangerous to pedestrians?

The Director of Public Works replied:—The whole of the road will be restored for traffic within 10 days from the present time given favourable weather.

MAGISTRATES' POWERS.

Hon. Mr. MURRAY STEWART—I beg to give notice of my intention, at the next meeting of Council, to ask the following questions:—(1) Will the Government, at an early date, take whatever steps may be necessary to confer upon the Magistrates greater punitive powers than they at present possess for dealing with cases of criminal assault on children? (2) Will the Government, pending legislative action, call the attention of the Magistrates to the power which they at present possess to inflict corporal punishment upon all persons convicted of this specially heinous offence?

ALPHABETIC ORDINANCE.

The Attorney-General moved the second reading of the Bill entitled, "An Ordinance to regulate the ascents, descents and flights of balloons, airships, aeroplanes and para-planes." In doing so he said—Last year Ordinance No. 3 of this Council controlled the ascent of any such vessels from the Colony, but since then the industry has advanced, and there is no law to prevent ascents being made in the neighbouring country and flying over and inspecting the fortifications of this Colony. Therefore an amending Ordinance is necessary, and it is thought desirable to put all the regulations with regard to airships in one Bill, which is done.

The Attorney-General seconded, and the motion was agreed to.

Council then went into committee to consider the Bill clause by clause.

On Council resuming.

The Attorney-General reported that the Bill had passed through committee without amendment, and, no member objecting, moved that it be read a third time.

The Colonial Secretary seconded, and the Bill was read a third time and passed.

HIS EXCELLENCY—Council will adjourn sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary presiding. The following votes were passed:—

GENERAL WORKS.

The Officer Administering the Government recommended the Council to vote a sum of Nine thousand Dollars (\$9,000) in aid of the Vote Public Works, Extraordinary, Drainage, Miscellaneous Drainage Works, (f.) General Works.

LIGHTHOUSE EXPENSES.

The Officer Administering the Government recommended the Council to vote a sum of One thousand four hundred and nineteen Dollars (\$1,419) in aid of the vote Harbour Master's Department, Special Expenditure, G.—Lighthouses, Installation of Matthews Incandescent Oil Burners in Gap Rock, Waglan Island and Green Island Lighthouses.

DUTY PAY.

The Officer Administering the Government recommended the Council to vote a sum of Five hundred and seventy-one Dollars (\$571) in aid of the vote Harbour Master's Department, A.—Harbour Office, Personal Emoluments, Assistant Harbour Master, Duty Pay at \$100 per annum.

At a recent meeting of the Municipal Commissioners at Singapore the President (Mr. F. J. Hallifax) stated there had been twenty-eight cases of plague this year down to June 1st. The origin of the outbreak was very difficult to trace. Since the beginning of the year 10,000 rats had been destroyed, and four showed signs of plague.

CHINA'S FINANCES.

(TRANSLATED).

(Translator's Note.—A Presidential Mandate of May 27th appointed Wu Ting-ch'ang Director in Chief of the National Bank. As, however, no National Bank yet exists, Mr. Wu's appointment is reminiscent of an entrance examination, held some seven years ago, for the Government Medical College—in case such institution should ever be founded.)

A telegram from Wu Ting-ch'ang, Director of the National Bank of China, to the President and Advisory Council, Peking.

Reading in the newspapers of my appointment, I am perturbed beyond measure. The ex-President also honoured me by an appointment to this office at a time when national affairs were at a crisis. At that moment, everything was unsettled; the populace and the revenue were alike in confusion; so I dare not persist in my refusal. But by April this year I had committed many faults and blunders, and as soon as unity was established between the North and the South, I repeatedly implored the President, as well as Ministers Ch'en and Hsiung, to relieve me of my post. I saw the impossibility of the position, so retired—these are no fine, polite phrases.

And now I receive the further honour of a reappointment. In truth I am grateful beyond measure, and would do all in my power to merit the distinction. In estimating the future progress of the National Bank, however, it is first necessary to give full consideration to present financial policy. When that has been settled, there will be some basis on which to work in dealing with such questions as the raising of additional funds, the centralization of financial control, and the reform of the currency.

To discuss first present financial policy. Since the founding of the Republic, the Administrations both at Nanking and Peking have alike been dependent on the breath of foreigners for their current expenses. This must finally result in subjection to foreign control, and, alas! we shall have nothing for it but to submit to this disgrace.

Next, take the question of the new loans. The project for a temporary accommodation (the Belgian loan) had scarcely been settled when a clamour against it arose from every side. Then immediately came the two schemes for the issue of irredeemable bonds, and for the collection, by voluntary subscriptions, of a national fund. These phrases were in every mouth, and people were practically unanimous on the point, but grave doubts still remained in my mind.

To take first the case of irredeemable bonds, there are three conditions precedent that must be satisfied before their circulation can be possible: (a) A firmly established confidence in the Government; (b) sovereign rights maintained sound and intact; and (c) national finances in good order. But now, not only has the faith of the people in the Government not been increased by the revolution; on the contrary, it has been weakened and diminished by the revolution. For instance, when notes were issued by the Military Government at Nanking, it was originally decided that they should be redeemable after three months. But all expectations were belied by the bitter clamour that arose from the whole city: affairs were in a state of instant peril, it was ineffectually promised that the notes should be redeemable at sight, and then at length the turmoil died down. Again, there is the case of the 8 per cent. Public Loan, which has not, up to the present, attracted the attention of a single person in the whole land. From instances of this sort, one of the great obstacles to the irredeemable bonds is discoverable.

Again, all the large Treaty Ports have Foreign Concessions which are the centres of all commercial and industrial enterprise. Now, even if the Government could, by a resort to martial law, force these irredeemable bonds into circulation, it could do so only in the interior, and not in the Foreign Concessions. The interior, however, does its trade through the medium of the Treaty Ports, which circumstance would make their circulation impossible. This is a second reason for not issuing them.

The financial affairs of our country are all in the grasp of foreigners. Since the revolution, our national finances have been shattered and our paper currency has passed out of circulation, while foreign notes have been increasing steadily. If these irredeemable bonds are now issued, then, according to the fundamental laws of finance, the bad money will drive out the good. Bullion will become scarcer every day, and money will be tighter, and then the foreign banks will seize the opportunity, buy up all the bullion, and issue notes on a lavish scale. Innumerable perils to our land would be involved in this—it is impossible to think of or discuss them. This is a third reason for not issuing the irredeemable bonds.

As for the National Subscription, if it is to be put into effect in accordance with people's charitable feelings, there is nothing at all reliable. If it is to be effected by forcible means, there will be still more drawbacks. Look, for instance, at the wealthy men of the present day. The great majority of them screen themselves by means of the nearest Foreign Concession, and deposit their funds in the foreign banks, while of the balance they keep in the interior only sufficient ready money for their daily needs and petty expenses; or else they keep it as lands, houses, or other forms of real property. If the subscription is to be collected by force, and their means of daily sustenance plundered, it is to be feared that the middle and lower classes will all flock in a body to the Foreign Concessions also, and so the whole land will be in disorder, and disaster will stalk in our midst.

Thus, after all, it comes to this: Can the irredeemable bonds or the National Subscription be put into practice? Or if put into practice, will their yield be at all reliable or not? The odds against are infinite. This is a question involving the life or death of our land; it is no idle child's play. There has been a lot of empty talk, which cannot assist the affairs of our country in the least; the essential point is this—since no financial policy has yet been determined upon, there is no basis on which the National Bank can work. There you have the whole position at a glance; there is no delay for investigation needed. Gladly would I, Ting-ch'ang, spend my energies, even where no fruit can be looked for, but I must pray the President, the Advisory Council, and the Provisional Government speedily to settle their present financial policy. This will be a boon in every respect, and not to the National Bank alone.

Other matters I will report in person on my arrival at Peking. I venture to lay the foregoing before you, and implore the condensation of your glance thereat. The petition of Wu Ting-ch'ang.

CORRESPONDENCE.

MOTOR-CAR AND VEHICLE REGULATIONS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—I have read with considerable interest the new vehicle regulations published in the *Government Gazette*, your leading article upon them, and lastly Messrs. Denny's & Bowley's letter in this morning's issue of your paper. With regard to the last, the statement that the Jubilee Road was constructed at the public expense for the main purpose of its being used as a carriage road, might have been put more strongly, for, as a matter of fact, I believe that the idea was to make it a road which could be conveniently used by motor cars in particular. Immediately prior to its construction there was certainly but one motor car in the Colony, but at that time motor cars were beginning to be extensively used in Europe and in the United States, and it was believed by many that the introduction of motor cars into Hongkong would be likely to prove beneficial to the Colony if roads were made on which cars of no great power could be used. The original intention was to make the Jubilee Road completely round the Colony, and of such width and so graded as to enable carriages to be taken along it the whole distance without danger to the occupant, in the event of brakes not acting, and with the comfort which comparatively smooth and level roads would ensure. To drive a China pony harnessed to a carriage a distance of over 30 miles round the island would not commend itself to the S.P.C.A., and would, moreover, occupy a considerable time; while the whole distance could be covered by a motor car in a few hours—one going at a moderate speed. The new regulations, therefore, assuming them to be valid, must frustrate one of the principal objects for which the Jubilee Road was constructed, which was to enable residents and visitors to drive round the island in comfort and security.

As to the regulations themselves, a weird construction may be placed on some of them, *etc.*, R. 18 provides that no person shall drive a motor at any speed or in any manner "which might be a source of danger if any person, vehicle, animal or thing was on the road," although such road is absolutely clear. A baby, or a blind kitten, might be on the road, and therefore be in danger of being run over by a motor car if it proceeded at all!

It seems to me that the tendency of the Government, or of some of its principal officials, at the present time is to restrict the use of the Colony's roads—certainly the best of them—to perambulators, horsemen, and pedestrians; but it must be remembered that a horse has been known to shy even at a perambulator, with unpleasant consequences to an inexperienced rider; and perambulators are themselves apt to be a nuisance to pedestrians. Yours faithfully,

W. A. DOWLEY.

EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY.

INCREASED RECAPTURES; DEFERRED MESSAGES.

The 77th Half-yearly Ordinary General Meeting was held at Electra House, Finsbury-pavement, London, on the 14th ult. Sir John Wolfe Barry, K.C.B., presiding. The General Manager and Secretary (Mr. F. E. Hesse) having read the notice convening the meeting and the auditors' report.

The Chairman stated that the gross receipts for the half-year ended December 31st last amounted to £339,000, showing an increase over those for the corresponding period of 1910 of £23,000, which it was satisfactory to find was spread over the whole of the company's system. The working and other expenses amounted to £159,000 for the half-year, showing an increase of £5,000 on the figures for the corresponding period of 1910. That was entirely due to their having debited revenue with the cost of new apparatus for extending the relay and other improved methods of working to additional stations on their main lines. The expenses in that connection during the half-year were over £6,000, and the further expenses which would be incurred during the current year would be charged to revenue in a similar manner.

Comparing the figures for the whole year, the gross receipts for 1911 were £689,000, or £8,000 in excess of those for 1910, while the expenditure amounted to £310,000, or £24,000 more than that for 1910. The net profit for 1911 was therefore £379,000 more than that for 1910. The net profit for the past half-year was £182,000, and after adding £51,000 brought forward, there was an available balance of over £233,000. The usual quarterly interim dividends of 2s. 6d. per share were paid during the past year, and it was now proposed to distribute a like amount, making a total dividend of 5 per cent. for the year. It was also proposed to pay a bonus of 4s. per share, or 2 per cent., making a total distribution of 7 per cent. for 1911. After making the usual additions to the maintenance ships, insurance, and depreciation funds, and applying £75,000 of the revenue balance to the general reserve fund, nearly £24,000 was carried forward.

The reduced rate for deferred telegrams in plain language, to which he referred at their meeting six months ago, was brought into operation on January 1st last. Sufficient time had hardly yet elapsed to enable any reliable opinion to be formed as to the success of the experiment; but although the number of deferred messages had so far been comparatively small, this new source of traffic appeared to be steadily increasing without unfavourably affecting the company's general revenue. At their last meeting he referred to the situation brought about by the revolution in China as having caused them considerable anxiety, but with the assistance of the British and other foreign Ministers at Peking they were enabled, after considerable difficulty and delay, to arrange an agreement with the provisional Government for exchanging traffic, settling accounts, etc., which greatly improved the situation. Apparently the country was now quieting down, and the new Chinese Government were working cordially with them, and redeeming their pledges in a satisfactory manner. He concluded by proposing a resolution adopting the report and accounts and declaring the dividend and bonus mentioned.

Sir John Denison-Pender, K.C.M.G., seconded the motion, which was carried unanimously; and, the retiring directors and auditors having been re-elected, the meeting closed with a cordial vote of thanks to the chairman, the directors, and the staff.

WOODED BY CANNIBAL KINGS.

WEDDING PRESENTS FOR AN AMERICAN LADY.

According to the *Hamburger Nachrichten*, Messrs. Macmillan will shortly publish the journals of a young American who was the first white woman to penetrate, alone and without the protection of a white man, into the heart of the Dark Continent.

Miss Simonton began her journey at Cape Topez, in the French Congo, and followed the course of the River Ogowe, on the banks of which there still reside some formidable tribes of cannibals, to whose atrocious instincts two Frenchmen recently fell victims. Full of danger as was the journey of the young American, still honour holds the upper hand in the first instalment of her narrative which she has published in the *American Magazine*. In her toilsome journey she has yet found many opportunities of studying the brighter sides of cannibal life. Now, at the happy conclusion of her journey, she can boast of having received no fewer than twenty offers of marriage from cannibal kings. "These demonstrations of friendship," the young lady remarks, were due less to my personal charms than to the fact that I was the first white woman their dusky lordships had ever seen."

Near the small French station of Lambarene, on the Ogowe, she received the first flattering offer. Her suitor was a chieftain who had heard reports of the white woman, and made a pilgrimage of several days through the jungle in order to load the object of his choice with bridal gifts such as knives, tom-toms, and weird musical instruments.

The French Governor of Lambarene would not let her pursue her journey into the interior through these cannibal tribes without an escort, and a detachment of Madagascar soldiers accompanied her on her travels. On her return to the coast she encamped on a small island exactly on the equator, and here the marriage market business began again, but the hopes of her black suitors all suffered shipwreck.

One of the chiefs was so certain of making a conquest that he published his engagement far and wide, with the result that the cannibal lords crowded in with wedding presents. It was no easy matter to get it into the heads of the black monarchs that they were refused. They were struck dumb with astonishment that a woman existed on the face of the earth who could say them nay and decline the prospect of so much happiness and fatness.

INTIMATIONS

SUN PILSENER BEER.



Nothing like it

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

WINE & SPIRIT MERCHANTS.

[33]

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS, CHATEL ROAD.

Always have on hand a very large complete stock of

SCIENTIFIC AND SURVEYING INSTRUMENTS

(Transits, Levels, Plane Tables, Prismatic and Sight Compasses, Hand Levels, &c., &c.)

also

DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Inks, &c., &c.)

AGENTS FOR—

W. F. STANLEY & Co., LTD., LONDON.

E. R. WATTS & SON, LTD., LONDON.

45

WE ELIMINATE GUESSWORK

BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



In testing the sight for glasses. Your eyesight is the most precious of your assets and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

LARK & Co. SCIENTIFIC OPTICIANS WORK BLDGS. CHATEL RD. HONGKONG

75

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and no correspondence will be published unless accompanied by a self-addressed envelope. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

DOCTOR.

A daily qualified Surgeon, now in the Far East, offers his services free to any Steamship Company in exchange for passage home. Apply to—
"DOCTOR,"
Care of "Daily Press" Office,
Hongkong, 14th June, 1912. [820]

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship

"KANSAS,"
Captain R. Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 14th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to sale.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 13th June, 1912. [821]

AGENTS Wanted for Sale of Christmas Greeting Cards. Samples free. MIDLAND PUBLISHING Co., Leamington, England. [817]

WANTED.

AFTER Midsummer, ANGLO-CHINESE MASTER, Thoroughly Competent in Chinese Translation, Composition, History, Text, Supervising, Discipline Essential. Liberal Salary Competent Man. Apply—
PEDAGOGUE,
Care of "Daily Press" Office,
Hongkong, 11th June, 1912. [810]

IN THE MATTER OF THE COMPANIES' ORDINANCE of Hongkong, and
IN THE MATTER OF THE HIP ON INSURANCE EXCHANGE AND LOAN COMPANY, LIMITED, (IN LIQUIDATION).

TAKE NOTICE that a MEETING of SHAREHOLDERS and CREDITORS of the above-named Company will be held at the Company's Office at the 2nd Floor of No. 25, Des Vaux Road Central, Victoria, on SATURDAY, the 15th day of June, 1912, at 12 o'clock Noon.

BU-INNESS
To confirm the Resolution passed at a Meeting held on the 23rd day of March, 1912, appointing YOUNG POK CHI to be the Liquidator of the Company in the place of TAM TZE KONG and CHENG MAN PO.
Dated this 4th day of June, 1912.
TAM TZE KONG,
CHENG MAN PO,
Liquidators.
795]

NOTICE.

MAN HING CHEUNG & Co.,
MANUFACTURERS AND EXPORTERS
OF HIGH-CLASS
RATTAN AND SEAGRASS FURNITURE,
BAMBOO BLINDS, MATTING, &c., &c.
Beg to inform their Customers and
Removed to No. 16, QUEEN'S ROAD
CENTRAL, where they have a large Stock of
Chairs, &c., &c., &c.
Prices Reasonable.
Inspection Cordially Invited.
Orders Promptly executed.
Hongkong, 17th May, 1912. [721]

BUTTER. BUTTER.

WE are pleased to announce still
FURTHER REDUCTION.
The following Prices now rule:—

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 70 " "
"BUTTERCUP" ... 68 " "
"PASTY" ... 65 " "

THE
DAIRY FARM CO., LTD.

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co.
undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River.

ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances:
7.15 P.M.—PICTURES ONLY—7.15 P.M.
9.15 P.M.—FULL PROGRAMME—9.15 P.M.
Grand Success of the Popular Artists,
SAM GALE,
MISS MYRA JAMES,
and our Favourite,
LITTLE SADIE.

Look out for our Next Grand Film,
"THE CRUSADES,"
On THURSDAY, 14th inst.
MATINEES—SATURDAY and SUNDAY
AT 4 P.M.

COMING:
GRAHAM AND DENT.
Hongkong, 8th June, 1912. [58]

PUBLIC COMPANY

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Buildings, 6, Connaught Road, Victoria, on SATURDAY, the 22nd June, 1912, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1911, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 14th June, to SATURDAY, the 22nd June, 1912, both days inclusive. SHEWAN, TOMES & Co., General Managers.
Hongkong, 11th June, 1912. [814]

AUCTION

G. 2 R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND at the base of Morrison Hill, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years. [805]

PARTICULARS OF THE LOT.

| No. of Sale | Locality | Boundary Measurements | Contents | Area | Upset Price |
|-------------------|-------------------------------|-----------------------|----------|------|-------------|
| No. 171 | At the base of Morrison Hill. | feet feet feet feet | 50,740 | 600 | 50,600 |
| As per sale plan. | | | | | |

G. 2 R.

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND adjoining Inland Lots Nos. 591 and 604, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT, to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years. [811]

PARTICULARS OF THE LOT.

| No. of Sale | Locality | Boundary Measurements | Contents | Area | Upset Price |
|-------------------|-------------------------------|-----------------------|----------|------|-------------|
| No. 171 | At the base of Morrison Hill. | feet feet feet feet | 50,740 | 600 | 50,600 |
| As per sale plan. | | | | | |

FOR SALE.

GLASS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.
Apply—
MANAGER,
"Hongkong Daily Press" Office
Hongkong, 13th March, 1912

INTIMATIONS

LANE, CRAWFORD & Co.



ANDERSON'S

WATERPROOFS.

FROM
\$13.50
EACH.

ZAMBRENE

RAINCOATS

FROM
\$28.00
EACH.

LADIES' RAINCOATS

LANE, CRAWFORD & Co.

FOR SALE

BUILDING SITE FOR SALE.

MOUNT GOUGH ROAD AT THE PEAK
A SITE already formed—about 20,500 feet, 15 minutes from Tram Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site.
Apply to—
LEIGH & ORANGE,
Princes Building,
Hongkong, 31st May, 1912. [775]

A BIG PIECE OF LAND FOR SALE.

A Piece of LAND situated in the Yunnan Province in the District of Muong Tse, opposite the East Gate, surrounded with Trees.
Apply to—
MR. OUYOUNG YING HON,
Office, Wing On Co.,
209, Des Vaux Road,
Hongkong.
Hongkong, 15th May, 1912. [714]

GRACA & CO.

PADDER ST. (Hongkong Hotel Building),
POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of BABY DOLLS.
Also for Sale
A few rare Macao provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cat Stamps.
452

NOTHING BETTER FOR THE SEASON! JUST RECEIVED.

STYLISH Bathing Dresses and Caps.
Finest Voiles, Striped, Flowers and Fancy.
Finest Muslins, Plain and Dotted.
Embroidered Materials, &c., &c.
You will find our range incomparable for quality, style and price.
HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th May, 1912. [50]

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPOSTS
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
THE CHINA OVERLAND TRADE EMPORIUM
Subscription, paid in advance, \$12 per annum.

BANKS

THE BANK OF TAIWAN, LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).
Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES AND AGENTS:
Amoy Swatow Taiwan
Canton Keelung Tamsui
Fuzhou Nagasaki Tokyo
Hankow Osaka Yokohama
Keelung Shanghai

HONGKONG OFFICE:
3, DES VAUX ROAD.
Interest allowed on Current Accounts
Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1911. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 4 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FILLET DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager.
Hongkong, 14th January, 1911. [12]

INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.
HEAD OFFICE: 60, Wall Street, New York
LONDON OFFICE: 55, Bishopsgate, E.C.

BRANCHES:
Bombay Calcutta Kobe
Canton Manila Mexico
Cebu Panama
Colon Peking
Empire San Francisco
Hongkong Shanghai
Hankow Yokohama

CAPITAL AND RESERVE ... \$6,000,000
about \$1,400,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.
BILLS NEGOTIATED AND COLLECTED MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.
The Officers of the Bank are bound not to disclose the transactions of any of its customers.
GEORGE HOGG, Manager.

BANKS

THE SPECIE BANK LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at
Antung-Hsien Liao-Yang Ryokun
Calcutta (Port Arthur)
Canton London San Francisco
Bombay Lyons Shanghai
Changchun Nagasaki Tientsin
Dairen (Dalny) Newchuan Tientsin
Fengtian (Mukden) New York Tokyo
Hankow Osaka
Hankow Peking
Kobe

INTEREST ALLOWED ON CURRENT ACCOUNTS
Deposits received for fixed periods at rates to be obtained on application.
TAKAO TAKAMICHI,
Manager,
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUND ... \$1,500,000 at 2/-=\$15,000,000
SILVER ... \$16,750,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
E. SHILLIM, Esq.—Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq. G. H. Matheson, Esq.
G. Frieland, Esq. W. L. Patterson, Esq.
C. S. Gubbay, Esq. Hon. Mr. C. H. Ross
G. R. Laurens, Esq. H. A. Siebs, Esq.
F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STARR.
ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
OR FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STARR,
Chief Manager.
Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
PAID-UP CAPITAL ... \$1,200,000
RESERVE FUND ... \$1,650,000
RESERVE LIABILITY OF PROPRIETORS ... \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON, Manager.
Hongkong, 12th April, 1912. [133]

THE MERCHANT BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... \$1,500,000
SUBSCRIBED ... 1,125,000
PAID UP ... 562,500
RESERVE FUND ... 365,000

HEAD OFFICE:
40, Threadneedle Street, London, E.C.

BRANCHES:
Bombay Calcutta Galle
Canton Hongkong Penang
Cebu Madras Singapore
Colon Malacca Kuala Lumpur, F.M.S.
Empire Rangoon Hongkong
Hankow Colombo Shanghai
Kobe

AGENTS IN JAPAN:
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:
BANK OF ENGLAND.
LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks, and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
F. C. MACDONALD, Manager.
Hongkong, 29th March, 1912. [939]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSCH-INDISCHE COMMERCIAL BANK).
ESTABLISHED 1863.
Authorized Capital Fl. 15,000,000 (\$1,250,000)
Paid up Capital Fl. 12,401,050 (\$1,033,421)
Reserve Fund Fl. 3,252,157.01 (\$271,013)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS, DISCOUNT BANK, SWISS BANKCORPORATION.

BRANCHES AND AGENTS all over the World.
THE BANK transacts every description of Banking and Exchange business, receives money in Current Accounts at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:—
12 months 4 1/2 per annum.
6 do. 5 1/2 do.
3 do. 3 1/2 do.
E. J. H. VAN DELDEN, Acting Manager.

TO LET

OFFICE TO LET.
IN CHATER ROAD, a LARGE COOL ROOM with Verandah and use of lift. DENNIS & BOWLEY.
Hongkong, 20th May, 1912. [723]

HOUSE TO LET.
Furnished or Unfurnished.

No. 37, FRENCH CONCESSION, Shamoon, Canton. From 1st July 30th September, 1912.
Apply—
G. DES GARETS PARS,
Care of JARDINE, MATHESON & Co., Ltd.
Hongkong, 31st May, 1912. [776]

TO LET.
GODOWN, No. 4, New Praya, Kennedy Town.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1912. [120]

TO LET.
OFFICES on 3rd Floor, Hotel Mansions facing Harbour.
OFFICES on 1st Floor, Hotel Mansions.
Apply to—
HENRY HUMPHREYS, Alexandra Buildings.
Hongkong, 12th March, 1912. [368]

TO LET.
"A BERTHOLWYN" Peak Road, 1st July next.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WEARF.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.
Hongkong, 30th May, 1912. [525]

TO LET.
OFFICE in Alexandra Buildings.
Apply—
A. S. WATSON & Co., Ltd., Alexandra Buildings.
Hongkong 25th February 1912. [367]

TO LET.
OFFICES in KING'S BUILDING.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1912. [121]

TO LET.
ON 2ND FLOOR, No. 2, PEDDER STREET, or about 1st floor.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

TO LET.
No. 12, BEACONSFIELD ARCADE, First Floor.
No. 13, BEACONSFIELD ARCADE, First Floor.
A LARGE GODOWN in No. 3A, Duddell Street, 1st Floor.
A SMALL GODOWN in Duddell Street (Godown D).
"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
For Sale, with or without Furniture, "FOR CREST," No. 8, THE PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and adjacent islands.
Apply to—
LINSKAP & JAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 8th June, 1912. [122]

TO LET.
RANFURLY, 11, Conduit Road. From 1st June.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1912. [693]

TO BE LET.
SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS.
Apply—
A. S. WATSON & Co., Ltd., Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.
BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.
Apply—
LINSKAP & JAVIS,
Alexandra Buildings
Hongkong, 20th March, 1912. [481]

新外中港香
CHUNG NGOI SAN PO
(Chinese Daily Press)
PUBLISHED DAILY.
Is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
(Circulated largely throughout Southern China, Indo-China, etc.)
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vaux Road Central, Hongkong, 431, Fleet Street, London or from the different Agents.
Documents translated from or into Chinese.

SUPREME COURT.

Thursday, 13th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (MR. REES DAVIES, K.C.).

THE INSURANCE CLAIM.

The case was resumed in which the Wa Leung Cheung Kee firm claimed from the Prussian National Insurance Co. of Stettin the sum of \$22,500 alleged to be due on three policies of insurance. Mr. Eldon Potter (instructed by Mr. Davidson, of Hastings & Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., with him Hon. Mr. C. G. Alabaster (instructed by Mr. Shenton, of Deacon, Looker & Deacon), appeared for the defendants.

Inspector Cameron was further examined by Mr. Pollock. He attributed the collapse at the back part of the building partly to the burning of the beams and partly to the pressure of the water from the hose. He saw Mr. Lammert's coolies turn over the debris. The paper rolls found in the drawers were taken from the back show case.

Can you account for the charcoal in one of the drawers?—It may have come from other fires.

I don't understand!—The exhibits from fires are placed in one room, one upon the top of the other, and the charcoal may have come from the other exhibits.

His Lordship—Where is this room?

Witness—At the Police Station.

His Lordship—If these exhibits were not kept apart from other exhibits they ought to have been. It is an absolutely impossible proceeding that things of this nature should be mixed up with exhibits from other fires. I desire to represent that this is most unjustifiable.

Cross-examined by Mr. Potter—The rolls of paper referred to were put in the boxes by the coolies.

The suggestion has been made throughout this case that that paper was found in that drawer?—I cannot explain it.

You did not say at the Magistrate's that the coolies had put that paper in the drawer?—I can't remember.

Was it not a very important point?—Yes.

Why didn't you tell the Magistrate the truth that in fact the paper was not found there, but had been put in by coolies after the fire?—I told the truth at the Magistrate.

I suggest to you that you did not tell the whole truth because you kept back that bit of material evidence that the paper was not found in the box, but was put in the box by the coolies. Can you explain that?—It is a long time. I can't remember.

Have you any reason for not mentioning it at the Magistrate?—I have no reason.

You volunteered the statement in your evidence yesterday that the back was still on the back show case. Had you any conversation yesterday with anybody regarding this?—No, not yesterday.

What was the last time you had any conversation with anybody?—Two or three days ago.

Why didn't you tell the Magistrate that the back was on this show case?—Because I was not asked.

But you told us yesterday without being asked?—I think I was asked.

Witness added that the fire burned fairly fiercely, and that there were indications that something highly inflammable was burning. Rattan show-cases, if dry, would have burned freely. He agreed that the charcoal in the drawers produced might have come from other fires. In his opinion that was the only explanation of the presence of the charcoal.

These three boxes were so kept at the Police Station that large quantities of charcoal got into them? You swear to that?—I can't tell. They have been there for fourteen months.

You don't know whether there were others on the top of these boxes?—I can't say.

Is it not reasonable to suppose that these three boxes were stored on the top of each other?—Yes.

So that if charcoal got into the top box it could not have got into those underneath?—The boxes have been shifted several times.

Why didn't you tell that to the Magistrate?—I could not.

Why?—It was subsequent to the inquiry.

Why didn't you tell it to the solicitors for the defendant?—I did not see the boxes before they were brought down here.

Haven't you seen them before yesterday week?—Didn't you examine them?—I did not examine them. I brought them down here.

Why did you take away the drawers and the drawers only?—I wished to remove the show case, but I was told it was not necessary.

By whom?—Mr. Lammert, I think.

Mr. Lammert swore yesterday he knew nothing of the removal of the show case. You think it was Mr. Lammert?—I can't remember.

It was not the plaintiff?—No.

As an inspector of police was it not obvious that that show case would be of great importance at the fire inquiry?—Yes.

Why didn't you take it?—The show case was not removed before the fire inquiry was closed.

When was it removed?—I don't know.

About when?—The premises were released on the 25th July.

Why didn't you take the show case to the police station when you considered it important?—I was finished with the fire inquiry.

Yes, but why didn't you have it taken up to the Police Court during the fire inquiry?—Because it was not required.

Although in your opinion it was important?—Yes.

Did you allow any Chinese on the premises?—No.

The plaintiff was not allowed on his own premises?—Yes.

He was not allowed to examine the condition of the remains?—If he had asked he would have been taken.

Was he not stopped at the door?—The Indian constable was instructed not to allow any person to go in.

As a fact he was not admitted?—I don't know.

His Lordship—How long have you been an inspector?

Witness—Seven or eight years.

His Lordship—Have you been in charge of this case from the beginning?

Witness—Yes.

His Lordship—I suppose you know that it is rather important that articles such as these should be brought into Court in the condition in which they were found. Were they produced at the fire inquiry?

Witness—They were.

His Lordship—Were they in the same condition as they are now?

Witness—No. They were quite different to what they are now. The things have been all turned up.

His Lordship—These boxes may have been with a number of others?

Witness—They have been shifted several times.

His Lordship—As a matter of fact are you quite sure these are the boxes that were taken from the fire?

Witness—They are very like them.

His Lordship—Having regard to the fact that they have been moved about and having regard to the condition in which they were at the fire inquiry, are you prepared to swear that they are?

Witness—They are similar. They have been shifted so much that I could not swear.

Mr. Pollock—The drawers were marked at the Police Court?

Witness—Yes.

Mr. Potter—Were three of these drawers taken out of the show case?—Similar ones.

Similar ones. You won't swear to these drawers. In your opinion does that top drawer belong to the show case or was it in the show case at all? It is much smaller?—Yes. It was a smaller drawer. They were not all of one size.

Our witnesses say that there were some old drawers underneath the show case. You say you found certain drawers in the show case. Do you think these three drawers came out of one and the same show case?—They are all different.

Are you prepared to swear that these were the drawers taken out of the show case?—If they are the same drawers as produced at the Magistrate they are the same as were taken out of the show case.

The foreman of the jury—When you examined them were you aware that an inquiry would be held subsequently?

Witness—No.

Is it part of your duty to make inquiry as to the cause of the fire, to inquire into incriminating evidence?—I took all the statements.

Was the charred wood now at the bottom of the box the same as at the fire inquiry?—I cannot say.

Evidence was given *de bene esse* by Inspector O'Sullivan, and by a Chinese named Li Shek Shan, the latter stating that two or three days before the fire he saw two rolls of silk being taken from the plaintiff's premises to a pawnshop. He denied that he was offered a certain sum of money by the respondent to give evidence.

Mr. Pollock—I may possibly have another witness, but in any case, his evidence would not be long. Would your Lordship adjourn the case until 10 o'clock to-morrow morning?

His Lordship—Will that close your case?

Mr. Pollock—Yes.

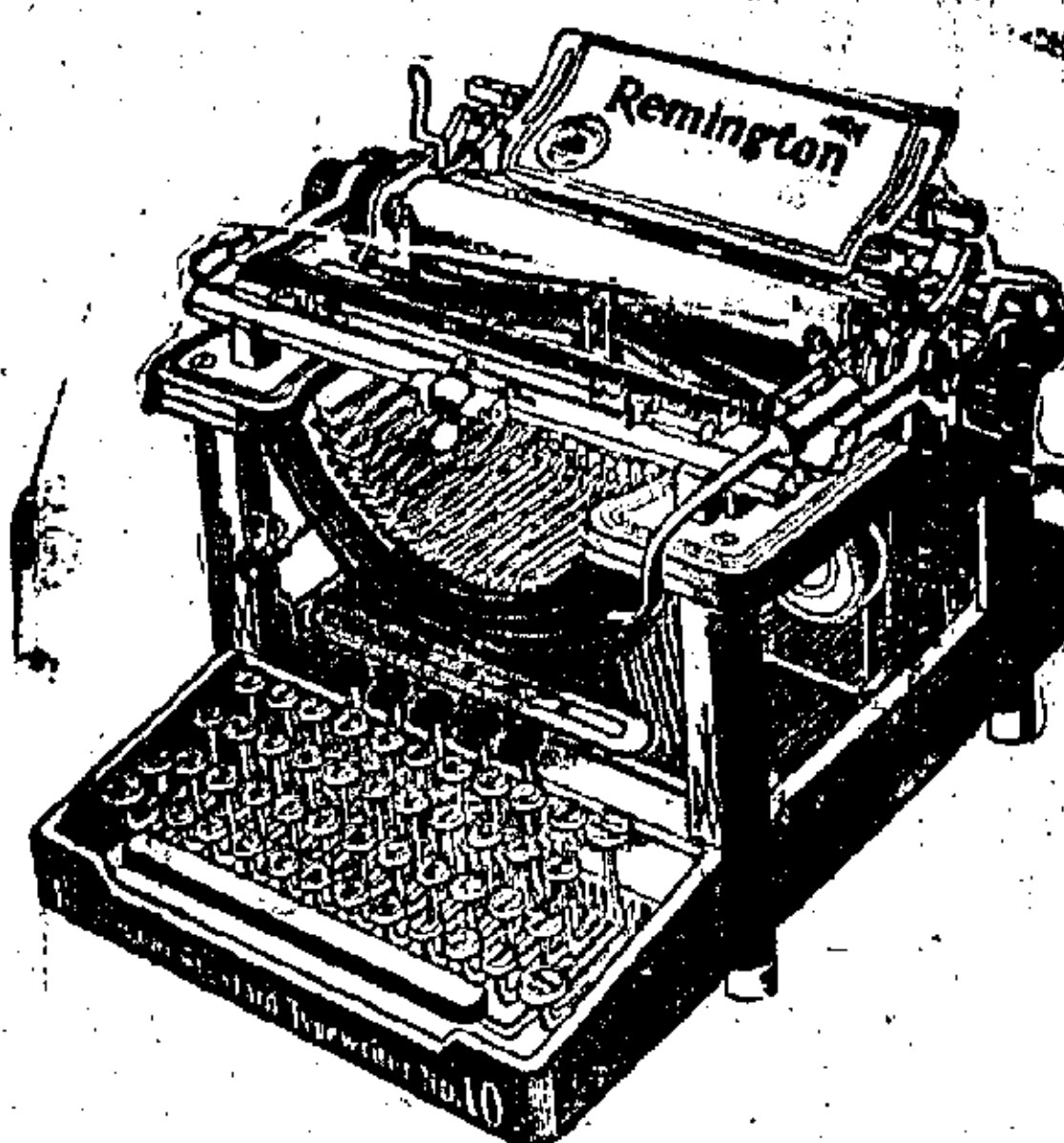
His Lordship—I do not think I shall be able to sum up to-morrow.

Mr. Potter—Of course, that is for your Lordship to say. We will, however, finish our case to-morrow.

The hearing was adjourned until 10.30 a.m., to-day.

INTIMATION

TO-DAY



Remington Typewriters are in use—more than any other make, and more than many others combined.

To-day, as always, the bulk of the Typewriting of the World is done on REMINGTONS.

REMINGTON TYPEWRITER CO. (INCORPORATED).

SIEMSEN & Co., (MACHINERY DEPT.), 47-2 HONGKONG AND CANTON, General Agents for South China, Formosa, etc.

SAFE GAMBLING.

LONDON BUSINESS MAN'S DISCOVERY.

Many "infallible" systems have been tried for "breaking the bank" at Monte Carlo. Now a London business man, Mr. Mark S. Rothwell, of 11, Queen Victoria Street, E.C., comes forward with another. At any rate, in ten days' game with Sir Hiram Maxim recently the inventor proved the winner of 7,890 francs as the result of 5,000 spins. The actual money, of course, was not at stake in the test, but the conditions were that the loser should pay the expenses of the game. To a representative of the *Pall Mall Gazette* who saw him, Mr. Rothwell stated that he had been interested in roulette for about four years, and had studied the old Monte Carlo records. "I am not a gambling man," he explained, "and I have never had a bet at roulette in my life. But I have always been interested in mathematics and combinations of figures, and one day in working at something different from this subject I came across a certain combination of figures which appeared somewhat remarkable, and I cast round to discover something in which this combination would be useful. "With a small roulette table of my own I studied the possibilities and chances thoroughly, and eventually I arrived at a system which I claim to have proved must under Monte Carlo rules command success.

THE CHALLENGE. "I wrote to Sir Hiram Maxim informing him of my discovery and suggesting playing for £1,000 aside, the profits, if Sir Hiram desired, to be devoted to charity. Sir Hiram replied that roulette was an illegal game in England, and that while he would not play for money he would meet me for ten days, omitting the Sunday, with the following result:—

| First day | Spins | Winnings |
|-------------|-------|----------|
| Second day | 472 | 425 |
| Third day | 561 | 600 |
| Fourth day | 530 | 475 |
| Fifth day | 424 | 500 |
| Sixth day | 326 | 900 |
| Seventh day | 635 | 3800 |
| Eighth day | 481 | 180 |
| Ninth day | 484 | 555 |
| Tenth day | 5,000 | 7,890 |

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up a match with any one in London or elsewhere as a further proof of the success of my system. I will play for any number of points he likes, but not under 5,000, as that would not be a sufficient test, and not less than 500 spins per day. I will guarantee to make a profit at the end of each and every day. "Mr. Rothwell added that the system was not for sale, and that naturally he could not disclose the details of it, although stating that generally it was founded upon the principle of small progression in stakes. But he is prepared, if any one cares to finance the experiment, to put it to the test at Monte Carlo. The system, he says, can be safely worked with a capital of £1,000, and it gives, as shown in the table above, average winnings of over one franc per spin. Whereas at Monte Carlo it is maintained that the bank has seventy-three chances against the player's sixty. "When he played at Sir Hiram Maxim's he was not playing for money, but for the sake of the test, and he was not defeated by Lord Rosslyn in the test some time ago.

"I am perfectly willing to get up

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

| STEAMERS. | Tons | Starting | 1912 |
|-----------|--------|----------|----------------------|
| KOREA | 18,000 | TUESDAY, | 18th June, at 1 P.M. |
| SIBERIA | 18,000 | TUESDAY, | 2nd July, at 1 P.M. |
| CHINA | 10,200 | TUESDAY, | 9th July, at 1 P.M. |
| MANCHURIA | 27,000 | TUESDAY, | 16th July, at 1 P.M. |
| NILE | 11,000 | TUESDAY, | 30th July, at 1 P.M. |
| MONGOLIA | 27,000 | TUESDAY, | 6th Aug., at 1 P.M. |
| PERSEA | 9,000 | TUESDAY, | 27th Aug., at 1 P.M. |
| KOREA | 18,000 | TUESDAY, | 3rd Sept., at 1 P.M. |

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (O.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

| FOR MANILA. | FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (O.). |
|-----------------------|---|
| "HERCULES," 2nd July. | "HERCULES," 2nd July. |

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

| FROM HONGKONG: | FROM COLOMBO: |
|---------------------------|---------------|
| 22nd June, S.S. "SALAMIS" | 10th July. |

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

FRIDAY, 14th JUNE, 1912.

8 a.m. "KINSHAN." 8 a.m. "HONAM."
10 p.m. "HONAM." 5 p.m. "FATSHAN."

SATURDAY, 15th JUNE, 1912.

8 a.m. "FATSHAN." 8 a.m. "KINSHAN."
10 p.m. "KINSHAN." 5 p.m. "HONAM."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16th JUNE.

The Company's Steamship

"HEUNGSHAN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 6 p.m., landing at Wing Lok Street Wharf. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 8 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 257 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANULI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [143]



TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist's Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers, and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

O. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG

779

AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.) MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SUEZ CANAL, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "AFRICA," 8,370 tons, will leave as above on 19th June, at 6 p.m.

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave as above on 5th July.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESIA," 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 29th June.

S.S. "PERSEA," 12,500 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUEZ, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice, £45, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 13th June, 1912. Prince's Building. [155]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | TONS | DATE OF SAILINGS |
|-----------------------------------|----------|-------|------------------|
| COPENHAGEN & BALIC | "CEYLON" | 9,500 | On 15th June. |
| PORTS | | | |
| SHANGHAI, YOKOHAMA, KOBE AND MOJI | "CANTON" | 6,500 | On 29th June. |

For Freight and Further Particulars, apply to

TELEPHONE No. 171. AETHUR NILSSON & CO.,

YORK BUILDINGS, TOP FLOOR. [40]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

| STEAMER | FROM | EXPECTED ON OR ABOUT | WILL LEAVE FOR | ON OR ABOUT |
|-----------|-------|----------------------|----------------|----------------------|
| TJILODAS | JAVA | First half of June. | SHANGHAI | First half of June. |
| TJIPANAS | JAPAN | First half of June. | JAVA | First half of June. |
| TJILIWONG | JAVA | First half of June. | JAPAN | Second half of June. |
| TJITABOEM | JAPAN | Second half of June. | JAVA | Second half of June. |
| TJILATJAP | JAVA | Second half of June. | SHANGHAI | First half of July. |
| TJIMANOEK | JAVA | First half of July. | JAPAN | First half of July. |
| TJIMAH | JAVA | Second half of July. | SHANGHAI | Second half of July. |
| TJIKINI | JAVA | Second half of July. | JAPAN | Second half of July. |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 3rd June, 1912.

Telephone No. 375.

7



PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE |
|-----------|------|--------------|---------------------------------|----------------------|
| ZAFIRO | 4000 | M. C. Smith | Manila, Mangarin, Dolo and Cebu | On 20th June, 4 P.M. |
| RUBI | 4000 | S. A. Crosby | Manila, Mangarin, Dolo and Cebu | On 29th June, 4 P.M. |

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 12th June, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| FOR | STEAMERS | TONS | TO SAIL |
|---|------------------------------------|--------|--------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "DERFFLINGER," Capt. F. Piosch. | 17,000 | Wednesday, 26th June, at Norm. |
| SHANGHAI, TSINGTAU, KOBE and YOKOHAMA | "YORCK," Capt. H. Rehn. | 17,000 | About Wednesday, 26th June. |
| MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE | "PRINZ SIGISMUND," Capt. D. Lenz. | 6,000 | Saturday, 15th June, at 6 P.M. |
| KOBE and YOKOHAMA | "PRINZ WALDEMAR," Capt. H. Bremer. | 6,000 | About Tuesday, 25th June. |
| JESSELTON, KUDAT and SANDAKAN | "BORNEO," Capt. F. Semmell. | 5,000 | Sunday, 15th June, at 10 A.M. |

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Teletext.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 14th June, 1912.

5

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, & Co.

Head Office for the Far East—16, DES VOEUX ROAD, HONGKONG

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

FOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES exchanged.

729 Chief Office:—LUDGATE CHURCH LONDON, E.C.

SHIPPING IN PORT.

| | |
|--|---|
| ASARI MARU, Japanese str., 1,748, Y. N. Kano, 6th June—Mitsui 1st June, Coal. Mitsui Bussan Kaisha. | KWANTON, Chinese str., 1,536, Stewart, 10th June—Shanghai 6th June, General.—Chinese. |
| BORNEO, German str., 1,344, Sembill, 10th June—Sandakan 5th June, Timber. Melchers & Co. | MACREW, German str., 969, R. G. Zollner, 12th June—Saigon 8th June, Rice.—Order. |
| CHOYANG, British str., 1,424, M. Courtney, 10th June—Swatow 9th June, General.—Jardine, Matheson & Co. | MATHILDE, German str., 891, A. P. Uderup, 5th June—Haiphong and Hoihow 4th June, General.—Jebson & Co. |
| CLAN MACIVER, British str., 2,418, W. Wright, 11th June—Portland, Ore., 4th May, Flour.—Bank Line, Ltd. | MUTTRA, British str., 2,985, H. Carey, 5th June—Rangoon 30th May, General.—Jardine, Matheson & Co. |
| DAGNY, Norwegian str., 882, D. Solvesen, 8th June—Hongay 5th June, Coal.—Thoresen & Co. | NAMANG, British str., 2,591 P. M. B. Lake, 10th June—Calcutta 5th June, Jardine, Matheson & Co. |
| DAIGI MARU, Japanese str., 840, Y. Somakawa, 12th June—Swatow 10th June, General.—Osaka Shosen Kaisha. | PERSEA, British str., 2,744, J. Hill, 2nd June—San Francisco 4th May, Mails and General.—Pacific Mail S.S. Co. |
| DEVAWONGSE, German str., 1,087, E. Gathemann, 2nd June—Bangkok 24th May, Rice.—Butterfield & Swire. | PHICPENH, British str., 1,065, J. H. Scott, 12th June—Saigon 8th June, Rice and General.—Chinese. |
| DRUFAR, Norwegian str., 1,102, F. Bing, 9th June—Bangkok 30th May, General.—Chinese. | SABINE RICKMENS, Dutch str., 572, Vries, 5th June—Fookchow 3rd June, Bulk Oil.—Asiatic Petroleum Co. |
| FOOKSANG, British str., 1,987, S. A. Mitchell, 7th June—Kobe 31st May, General and Coal.—Jardine, Matheson & Co. | TAMBA MARU, Japanese str., 3,802, S. Wada, 9th June—Seattle 7th May, General.—Nippon Yusen Kaisha. |
| FRI, Norwegian str., 868, Wagle, 10th June—Newchwang and Dalny 3rd June, Beans—Aagaard, Thoresen & Co. | TATHYHOS, British str., 6,825, Allen, 9th June—Victoria, B.C., 15th May, General.—Butterfield & Swire. |
| HATTAN, British str., Roach, 12th June—Swatow 11th June, General.—Douglas, LaPraik & Co. | TELEMACHUS, British str., 1,340, A. Fraser, 8th June—Saigon 4th June, Rice and General.—Chinese. |
| HANOI, French str., 1,200, G. Bouthier, 12th June—Pakhoi 10th June, General.—A. R. Marty. | TIENTSIN, British str., 1,215, Robertson, 12th June—Port Arthur 6th June, Coal.—Butterfield & Swire. |
| HELENE, German str., 771, Jessen, 12th June—Haiphong 8th June, Rice and Pigs.—Jebson & Co. | TINGANG, British str., 1,045, W. Husney, 5th June—Sebatik 20th May, Coal.—Jardine, Matheson & Co. |
| HUICHOW, British str., 1,215, G. Hooker, 11st June—Tientsin and Swatow 10th June, General.—Butterfield & Swire. | TJIBODAS, Dutch str., 2,358, N. Bouman, 10th June—Macassar 1st June, Sugar and General.—Java-China-Japan Lijn. |
| ISORIA, Italian str., 2,481, Belsito, 8th June—Singapore 3rd June, General.—Carlowitz & Co. | YUENBANG, British str., 1,284, P. H. Rolfe, 11th June—Manila 8th June, Sugar and General.—Jardine, Matheson & Co. |
| KUUKANG, British str., 1,228, F. Robertson, 10th June—Chefoo 4th June, General.—Butterfield & Swire. | |

SHIPPING

ARRIVALS.
 Bessie Dollar, British str., 2,797, F. Graham, 13th June—Manila 9th June. Timber and Copra.—Order.
 UAH, DIEDERICHSEN, German str., 774, W. Jurgensen, 12th June—Haiphong and Hanoi 12th June. Rice.—Jensen & Co.
 EMPRESS OF INDIA, British str., 5,940, E. Beetham, R.N.R., 13th June—Vancouver, B.C., 22nd May, General.—Canadian Pacific Railway.
 HONG BEI, British str., 2,060, G. Kinghorn, 13th June—Singapore 7th June, General.—Chinese.
 KANSAS, British str., 3,995, B. Linklater, 13th June—New York 25th April, General.—Shewan, Tomes & Co.
 KORNICHOV, German str., 1,292, C. Roselisky, 13th June—Bangkok 4th June. Rice.—Butterfield & Swire.
 LAISANG, British str., 2,225, E. J. Tadd, 12th June—Kobe 8th June, Coal and General.—Jardine, Matheson & Co.
 LINAN, British str., 1,552, C. C. Williams, 12th June—Shanghai 9th June, General.—Butterfield & Swire.
 LOTHIAN, British str., 3,222, W. J. Lockhart, 13th June—Keelung 11th June, General.—Dodwell & Co.
 SINGAN, British str., 1,047, F. Jamieson, 13th June—Haiphong 12th June, General.—Butterfield & Swire.
 TAKAI MARU, Japanese str., 2,717, K. B. Sakuma, 13th June—Kobe 7th June, Coal.—Mitsui Bussan Kaisha.
 THILWONG, Dutch str., 2,061, J. van D. Jalink, 13th June—Java 3rd June, Sugar.—Java-China-Japan Lijn.
 THIRUPH, German str., 917, Langschweiger, 13th June—Hanoi 12th June, Salt and General.—Jensen & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 June 13th.
 DRIFAR, Norwegian str., for Bangkok.
 FRI, Norwegian str., for Chetoo.
 HONG BEI, British str., for Amoy.
 SENTA, Italian str., for Bangkok.

DEPARTURES.

June 13th.
 ANDALUSIA, German str., for Singapore.
 ANPING, Chinese str., for Shanghai.
 ANTIOCHUS, British str., for Tacoma.
 CHENAN, British str., for Tacoma.
 CHICAGO, Chinese str., for Canton.
 CHYVEN, German str., for Singapore.
 GODEN, British str., for Hongkong.
 HUBER, German str., for Bangkok.
 KANGWAI, German str., for Canton.
 OKAWO, British str., for Canton.
 PIRA NANG, German str., for Bangkok.
 P. E. FRIEDRICH, German str., for S'hai.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The T.K.K. str. *Shingo Maru*, with U.S. mails is expected to arrive at this port on the 14th June, at noon.
 The P.M. str. *Siberia* from San Francisco left Yokohama on the 12th June, en route to Hongkong, and is due to arrive at Hongkong on the 21st June.
 The P.M. str. *Manchuria* left San Francisco on the 6th June, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.
 The T.K.K. str. *Chipsa Maru* will be despatched from San Francisco for Hongkong via ports on the 15th June.
THE AUSTRALIAN MAIL.
 The I.G.M. str. *Prinz Sigismund* left Sydney on the 1st June, at 11 a.m., and may be expected here on or about 24th June.
 The E. & A. str. *St. Albans* left Sydney on the 5th June, for this port (via Queensland Ports, Timor and Manila), and is due here 30th June.
MERCHANT STEAMERS.
 The "Mogul Line" str. *Atoll* left the United Kingdom on the 26th May, for Hongkong via the Straits.
 The H.A.L. str. *Bayer* left Shanghai on the 11th June, a.m., and may be expected here on or about the 14th June.
 The Swedish East Asiatic Co.'s str. *Ceylon* will leave Shimoda on the 11th June, and is expected here on the 15th June.
 The P. & O. str. *Puma* left Singapore for this port on the 11th June, at 6 a.m., and is due here on the 10th June, at about 9 a.m.
 The I.G.M. str. *Prinz Sigismund* left Yokohama on the 7th June, a.m., and may be expected here on or about the 17th June, a.m.
 The str. *Glenroy* left Singapore on the 11th June, and is due here on or about 17th June, a.m.
 The N.Y.K. str. *Tosa Maru* (Bomby Line) left Bombay for this port on the 31st May, and is expected here on the 18th June.
 The T.K.K. str. *Kijo Maru* sailed from Manzanillo on the 9th June, for Hongkong, and is expected to arrive here on the 28th July.
 The Swedish East Asiatic str. *Canton* left Suez on the 29th May, and is expected here on or about the 29th June.
 The str. *Indravelli* passed the Suez Canal on the 10th May, for Hongkong direct.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Hapsang, from Calcutta, is due in Hongkong 19th June.
Hanigang, from Shanghai, is due in Hongkong 20th June.
INDIA LINE, LTD.
Indradev, from New York, is due in Hongkong on the 7th July.
SHIRE LINE.
Carmanthenshire, from London, is due in Hongkong 20th July.
Pembroke, from London, is due in Hongkong 20th June.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Itida, from Rangoon, is due in Hongkong 20th June.
Itida, from Rangoon, is due in Hongkong 20th June.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

| DESTINATION. | VESSEL'S NAME. | FLAG & RIG. | SECT. | CAPTAIN. | FOR FREIGHT APPLY TO. | TO BE DESPATCHED. |
|---|--|----------------------------------|----------------------------------|-----------------------|------------------------------|----------------------------|
| 1. From Green Island to the Harbour Master's | 2. From Harbour Master's to Blake Pier | 3. From Blake Pier to Naval Yard | 4. From Naval Yard to West Point | | | |
| LONDON & ANTWERP via SINGAPORE, &c. | SYRIA | Brit. str. | — | R. A. Peters | P. & O. S. N. Co. | On 20th inst., at 3 p.m. |
| LONDON, via USUAL PORTS OF CALL. | ARCADIA | Brit. str. | — | S. Barcham | P. & O. S. N. Co. | On 22nd inst., at Noon. |
| LONDON, ROTTERDAM & ANTWERP. | GLIENSK | Brit. str. | — | E. E. Williams | SHAW, TOMES & CO., LD. | About 23rd inst. |
| LONDON, ROTTERDAM & ANTWERP. | DENBIGHSHIRE | Brit. str. | — | Brehmer | JARDINE, MATHESON & CO., LD. | About 30th inst. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BAVENIA | Ger. str. | — | Edwards | HAMBURG-AMERICA LINE | To-morrow. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | BRASILIA | Ger. str. | — | Habel | HAMBURG-AMERICA LINE | On 30th inst. |
| ROTTERDAM, HAMBURG & ANTWERP, &c. | ALESIA | Ger. str. | — | R. Takeda | HAMBURG-AMERICA LINE | On 17th July. |
| HAVRE, BREMEN & HAMBURG, &c. | IMO MARU | Ger. str. | — | Metzger | NIPPON YUSEN KAISHA | On 1st July. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | LIBERTY | Ger. str. | — | Luaboko | HAMBURG-AMERICA LINE | On 19th inst., at D'light. |
| MARSEILLES, HAVRE & HAMBURG, &c. | SEGOVIA | Ger. str. | — | S. Wada | HAMBURG-AMERICA LINE | On 23rd inst. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c. | TAMBA MARU | Jap. str. | — | | NIPPON YUSEN KAISHA | On 14th July. |
| VICTORIA, B.C. & SEATTLE via KEELUNG, &c. | CANADA MARU | Jap. str. | — | | OSAKA SHOSHEN KAISHA | On 12th inst., at 4 p.m. |
| VICTORIA, B.C. & TACOMA via KEELUNG, &c. | TACOMA MARU | Jap. str. | — | | OSAKA SHOSHEN KAISHA | On 25th inst., at 1 p.m. |
| VICTORIA, B.C. & TACOMA via KEELUNG, &c. | DEFFLINGER | Ger. str. | — | F. Prosch | MELCHERS & CO. | On 11th July, at 1 p.m. |
| NAPLES, GENOA, ALGIERES, GIBRALTAR SOUTHAMPTON | AFRICA | Aus. str. | — | | SANDER, WILBER & CO. | On 26th inst., at Noon. |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c. | PESIA | Aus. str. | — | | SANDER, WILBER & CO. | On 19th inst., at 6 p.m. |
| TRIESTE, Fiume, Venice via SINGAPORE, &c. | LOTHIAN | Am. str. | — | | DODWELL & CO., LTD. | About 15th inst. |
| NEW YORK | INDIANAY | Brit. str. | 2 m. | | SHAW, TOMES & CO. | On 3rd July. |
| BOSTON & NEW YORK via PORTS & SUEZ CANAL | EMPEROR OF INDIA | Brit. str. | 2 m. | W. Davison | CANADIAN PACIFIC R. CO. | On 22nd inst., at 6 p.m. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | HERCULES | Brit. str. | 2 m. | | THE BANK LINE LIMITED | On 2nd July. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | MONTAGLE | Brit. str. | 2 m. | H. S. Smith | CANADIAN PACIFIC R. CO. | On 3rd Aug., at 6 p.m. |
| VANCOUVER via SHANGHAI, JAPAN, &c. | KORSA | Am. str. | — | | PACIFIC MAIL S.S. CO. | On 18th inst., at 1 p.m. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | SHINYO MARU | Jap. str. | — | | PACIFIC MAIL S.S. CO. | On 25th inst., at Noon. |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c. | CHINA | Am. str. | — | | ARTHUR NIELSEN & CO. | On 9th July, at 1 p.m. |
| COPENHAGEN & BALTIC PORTS | CEYLON | Swed. str. | — | D. Lenz | MELCHERS & CO. | To-morrow, at 6 p.m. |
| AUSTRALIAN PORTS via MANILA | PRINZ SIGISMUND | Brit. str. | — | M. Winckler | GIBB, LIVINGSTON & CO. | On 22nd inst. |
| AUSTRALIAN PORTS via MANILA | KUMAO MARU | Jap. str. | — | J. Kennedy | NIPPON YUSEN KAISHA | On 5th July, at Noon. |
| AUSTRALIAN PORTS via MANILA | KIYO MARU | Jap. str. | — | | TOYO KISEN KAISHA | On 6th Aug., at Noon. |
| MEXICAN, PERUVIAN & CHILEAN via JAPAN | ITINDA | Brit. str. | — | | JARDINE, MATHESON & CO., LD. | On 20th inst., at D'light. |
| YOKOHAMA & KOBÉ via SHANGHAI | SLEZIA | Aus. str. | — | F. L. Sommer | SANDER, WILBER & CO. | About 29th inst. |
| YOKOHAMA & KOBÉ via SHANGHAI | KAMO MARU | Jap. str. | — | H. S. S. S. | NIPPON YUSEN KAISHA | On 19th inst., at 5 p.m. |
| YOKOHAMA & KOBÉ via SHANGHAI | PRINZ WALDEMAR | Ger. str. | — | H. S. S. S. | NIPPON YUSEN KAISHA | About 25th inst. |
| KOBÉ & YOKOHAMA | YAWATA MARU | Dut. str. | — | Van D. Jalink | JAVA-CHINA-JAPAN LIJN | About 24th July. |
| NAGASAKI, KOBÉ & YOKOHAMA | THILWONG | Brit. str. | 1 m. | G. Hooker | BUTTERFIELD & SWIRE | Quick despatch. |
| WEIHAIWEI & TIENTSIN | CHONGHANG | Brit. str. | — | M. Courtney | JARDINE, MATHESON & CO., LD. | To-day, at Noon. |
| SHANGHAI via SWATOW | WINGSANG | Brit. str. | — | T. H. Lishman | JARDINE, MATHESON & CO., LD. | To-morrow, at Daylight. |
| SHANGHAI | NAMANG | Brit. str. | — | G. M. B. Lake | JARDINE, MATHESON & CO., LD. | To-morrow, at Daylight. |
| SHANGHAI, KOBÉ & MOJI | LINAN | Brit. str. | 1 m. | C. O. Williams | BUTTERFIELD & SWIRE | To-morrow, at M'night. |
| SHANGHAI | TOTOMI MARU | Jap. str. | — | A. Mooker | NIPPON YUSEN KAISHA | About 17th inst. |
| SHANGHAI, KOBÉ | POONA | Brit. str. | — | A. F. Vine, R.N.R. | P. & O. S. N. Co. | On 19th inst. |
| SHANGHAI, MOJI, KOBÉ & YOKOHAMA | TOSA MARU | Jap. str. | — | Benson | BUTTERFIELD & SWIRE | On 20th inst., at 4 p.m. |
| SHANGHAI, MOJI, KOBÉ & YOKOHAMA | CHINHUA | Brit. str. | 1 m. | G. W. Cookman, R.N.R. | BUTTERFIELD & SWIRE | About 20th inst. |
| SHANGHAI | ASSAYE | Brit. str. | 1 m. | J. B. Harris | BUTTERFIELD & SWIRE | On 22nd inst., at M'night. |
| SHANGHAI | PERBROKSHIRE | Ger. str. | — | H. Rehm | JARDINE, MATHESON & CO., LD. | About 24th inst. |
| SHANGHAI, KOBÉ & YOKOHAMA | YORCE | Ger. str. | — | | ARTHUR NIELSEN & CO. | On 30th inst. |
| SHANGHAI, TSINGTAI, KOBÉ & YOKOHAMA | CANTON | Swed. str. | — | | HAMBURG-AMERICA LINE | About 30th inst. |
| SHANGHAI, YOKOHAMA, KOBÉ & MOJI | SILEZIA | Ger. str. | — | | JARDINE, MATHESON & CO., LD. | On 5th July. |
| SHANGHAI, KOBÉ & YOKOHAMA | DENBIGHSHIRE | Brit. str. | — | | SANDER, WILBER & CO. | Quick despatch. |
| SHANGHAI, KOBÉ & YOKOHAMA | KORBER | Aus. str. | — | | JAVA-CHINA-JAPAN LIJN | On 19th inst., at Noon. |
| SHANGHAI | THIBODAS | Dut. str. | — | | OSAKA SHOSHEN KAISHA | To-day, at 11 a.m. |
| FOOCHOW via SWATOW & AMOY | KAIYO MARU | Jap. str. | — | J. S. Bosch | DOUGLAS LAFRAIR & CO. | On 16th inst., at Noon. |
| TAMSUI via SWATOW & AMOY | DAIGI MURU | Brit. str. | 2 h. | A. H. Stewart | DOUGLAS LAFRAIR & CO. | To-day, at 11 a.m. |
| SWATOW, AMOY & FOOCHOW | HAITUNG | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LAFRAIR & CO. | On 21st inst., at 11 a.m. |
| SWATOW | HAITUNG | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAFRAIR & CO. | To-morrow, at 2 p.m. |
| SWATOW, AMOY & FOOCHOW | BAICHING | Brit. str. | — | P. H. Rolfe | JARDINE, MATHESON & CO., LD. | On 18th inst., at 4 p.m. |
| MANILA, CEBU & ILOILO | KUENSANG | Brit. str. | 1 m. | A. W. Outerbridge | BUTTERFIELD & SWIRE | On 20th inst., at 4 p.m. |
| MANILA, CEBU & ILOILO | TEAN | Brit. str. | — | M. C. Smith | SHAW, TOMES & CO. | On 22nd inst., at 2 p.m. |
| MANILA, MANGARIN, ILOILO & CEBU | ZARIBO | Am. str. | — | S. A. Crosby | BUTTERFIELD & SWIRE | On 25th inst., at 4 p.m. |
| MANILA, MANGARIN, ILOILO & CEBU | LOONGSANG | Brit. str. | 1 m. | J. B. v. Damme Jelb | SHAW, TOMES & CO. | Quick despatch. |
| BATAVIA, CHERIBON, SAMARANG, &c. | KAIPONG | Am. str. | — | Kamohitzi | JAVA-CHINA-JAPAN LIJN | On 24th inst. |
| BOMBAY via SINGAPORE & CALCUTTA | TOPIKAS | Jap. str. | — | T. A. Mitchell | NIPPON YUSEN KAISHA | To-morrow, Noon. |
| SINGAPORE, PENANG & CALUTTA | FOOKSANG | Brit. str. | — | | JARDINE, MATHESON & CO., LD. | On 19th inst. |
| SINGAPORE, PORT SWETENHAM, PENANG & BONG | ITOLA | Brit. str. | — | | JARDINE, MATHESON & CO., LD. | On 29th inst. |
| SINGAPORE, PENANG & CALCUTTA | JINSEN MARU | Jap. str. | — | M. Maschida | MELCHERS & CO. | On 16th inst., at 10 a.m. |
| JESSELOON, KUAT & SANDAKAN | BORISO | Ger. str. | 1 m. | F. Jamieson | BUTTERFIELD & SWIRE | To-morrow, at 10 a.m. |
| HAIPHONG | SINGAN | Brit. str. | — | | JARDINE, MATHESON & CO., LD. | On 17th inst., at Noon. |
| CHINWANTAO | ONSANG | Brit. str. | — | E. de Catalano | MAGNIES MARTINS | On 19th inst., at 9 a.m. |
| KWANG CHOW WANG & HAIPHONG | SI-KIANG | Frech. str. | — | | | |

"SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.
 FOR STRAITS DATE OF DEPARTURE
 SHANGHAI, KOBÉ & YOKOHAMA "PEMBROKSHIRE" About 24th June.
 LONDON, ROTTERDAM & ANTWERP "MONMOUTHSHIRE" About 30th June.
 LONDON & A. TWEBER "CARMARTHENSHIRE" About 15th July.
 SHANGHAI, KOBÉ & YOKOHAMA "CARMARTHENSHIRE" About 21st July.
 These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 AGENTS.
 Hongkong, 12th June, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR STRAITS DATE OF DEPARTURE
 SHANGHAI via SWATOW "CHONGSANG" Friday, 14th June, Noon.
 SHANGHAI, KOBÉ & MOJI "NAMSANG" Saturday, 15th June, D'light.
 SHANGHAI "WINGSANG" Saturday, 16th June, D'light.
 SINGAPORE, PENANG & CALUTTA "FOOKSANG" Saturday, 16th June, Noon.
 MANILA "FUENSANG" Saturday, 16th June, 2 p.m.
 CHINWANTAO "ONGSANG" Monday, 17th June, Noon.
 MANILA "LOONGSANG" Saturday, 22nd June, 2 p.m.

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).
 The Steamers "KUTSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtau, Weihaiwei, Chetoo (Tientsin and Newchwang).
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 GENERAL MANAGERS.
 Hongkong, 14th June, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.
EASTWARD.
 The S.S. "ITINDA" 5,251 tons, Captain J. Kennedy, will be despatched for YOKOHAMA and KOBÉ on 20th June, at Daylight, to be followed on 5th July, by S.S. "FULTALA," 4,154 tons, Captain H. Chidley, taking Cargo and Passengers at Current Rates.
WESTWARD.
 The S.S. "ITOLA" will leave Hongkong for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on 19th June, at Noon, followed by the S.S. "MUTIRA," taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
 AGENTS.
 Telephone No. 215.
 Hongkong, 12th June, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
 AND
 THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.
 SUBJECT TO ALTERATION.

| FOR VANCOUVER. | FOR LIVERPOOL. |
|------------------------------------|---------------------------------------|
| 1912 | 1912 |
| "EMPRESS OF INDIA" Sat., 22nd June | "ALLAN LINE" Fri., 19th July. |
| "EMPRESS OF JAPAN" Sat., 13th July | "EMPRESS OF IRELAND" Fri., 9th Aug. |
| "MONTEAGLE" Sat., 3rd Aug. | "ALLAN LINE" Fri., 30th Aug. |
| "EMPRESS OF INDIA" Sat., 24th Aug. | "EMPRESS OF BRITAIN" Fri., 20th Sept. |

Steamships leave HONGKONG at 6 p.m.
 The direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
 All Steamships of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
 Intermediate Steamship "Monteagle" £43 "£45.
 First class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
 B.M.S. "MONTEAGLE," as rises Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
 Passengers booked through to all points and AROUND THE WORLD.
 SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.
 Full particulars of application from Agents.
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.
TAIKOO DOCKYARD & ENGINEERING CO.
 Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works.
 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS AND METAL SPECIMENS.
 THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 103 TONS.
 Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
 Dockyard Manager Mr. J. REID, can be seen between the hours of 11 a.m. and 12 Noon at the Town Office.
 MANAGERS AND AGENTS,
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA AND JAPAN.

VESSELS ON THE BERTH

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST AND PROCEED VIA THE CAPE OF GOOD HOPE).
 PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK.
 S.S. "LOTHIAN" On or about 15th June.
 S.S. "MIDDLEHAM CASTLE" On or about 13th July.
 For Freight and further information, apply to
DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 11th June, 1912. [666]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

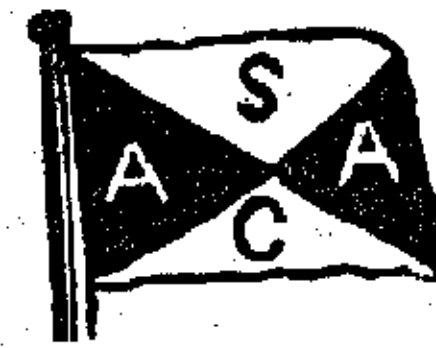
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.
THE Steamship

"ARCADIA,"
 Captain S. Barcham, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 22nd June, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MORSA," 11,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "CALEDONIA," due in London on the 4th August, 1912.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
H. W. D. SHALLARD,
 Acting Superintendent.
 Hongkong, 10th June, 1912. [1]

GLEN LINE (McGREGOR, GOW & Co.) LIMITED.

THE Steamship
 "GLENESK,"
 Captain E. E. Williams, will be despatched for LONDON, ROTTERDAM AND ANTWERP on or about 29th inst.
 For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
 Agents.
 Hongkong, 12th June, 1912. [815]

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.
 FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.
 (With Liberty to call at the Malacca Coast and to proceed via Cape of Good Hope).
 S.S. "INDRAMAYO" On 3rd July.
 For freight and further information apply to—
SHEWAN, TOMES & Co.,
 General Agents.
 Hongkong, 6th June, 1912. [709]

ON SALE. A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver.
 FROM 1893 TO 1909;
 ALSO
 RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.
 PRICE: \$1 Cash.
 On Sale at the "DAILY PRESS" Office, or Local Booksellers.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------|-------------------|----------------------|
| SHANGHAI, MOJI, KOBE AND YOKOHAMA | POONA | About 17th June. | Freight only. |
| LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | SYRIA | 3 P.M. 20th June. | Freight and Passage. |
| SHANGHAI | ASSAYE | About 20th June. | Freight and Passage. |
| LONDON via USUAL PORTS | ARCADIA | Noon, 22nd June. | See Special of Call. |

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 14th June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

| FOR | STEAMERS | TO SAIL |
|------------------------|-----------|-----------------------|
| WEIHAIWEI and TIENTSIN | "HUICHOW" | On 14th June, 4 P.M. |
| HAIPHONG | "LINAN" | On 15th June, 10 A.M. |
| SHANGHAI | "LINAN" | On 15th June, 10 A.M. |
| MANILA, CEBU and LOILO | "TEAN" | On 18th June, 4 P.M. |
| SHANGHAI | "CHINHUA" | On 20th June, 4 P.M. |
| SHANGHAI | "ANHUI" | On 22nd June, 4 P.M. |
| MANILA, CEBU and LOILO | "KAIFONG" | On 25th June, 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LITIAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

NEW SERVICE.

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.
REDUCED FARES—SINGLE \$45.....RETURN \$75.
For Freight or Passage apply to—
HONGKONG, 14th June 1912.

BUTTERFIELD & SWIRE,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|------------|----------------------|--------------------------------|
| "HAIYAN" | Capt. J. S. Roach | FRIDAY, 14th June, at 11 A.M. |
| "HAIYANG" | Capt. J. W. Evans | TUESDAY, 18th June, at 11 A.M. |
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 21st June, at 11 A.M. |

FOR SWATOW AND RETURN.

(Occupying 3 Days).

| | | |
|----------|---------------------|----------------------------------|
| "HAIMUN" | Capt. A. B. Stewart | SUNDAY, 16th June, at 10 A.M. |
| | | WEDNESDAY, 19th June, at 11 A.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Fochow.

For Freight and Passage, apply to—
DOUGLAS, LARBAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th June, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE and YOKOHAMA:

| | |
|--------------------|------------|
| S.S. SILESIA | 30th June. |
| S.S. FUERST BUELOW | 27th June. |
| S.S. GLODENFELS | 14th July. |
| S.S. SUBVIA | 29th July. |

HOMEWARD.

| | | |
|-------------------------------------|---------------|------------|
| FOR ROTTERDAM, HAMBURG and ANTWERP: | S.S. BAYERN | 15th June. |
| FOR MARSEILLES, HAVRE and HAMBURG: | S.S. LIBERIA | 28th June. |
| FOR ROTTERDAM, HAMBURG and ANTWERP: | S.S. BADENIA | 30th June. |
| FOR HAVRE, BREMEN and HAMBURG: | S.S. ALESIA | 1st July. |
| FOR MARSEILLES, HAVRE and HAMBURG: | S.S. SEGOVIA | 14th July. |
| FOR ROTTERDAM, HAMBURG and ANTWERP: | S.S. BRASILIA | 17th July. |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th June, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| STEAMERS | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|------------|---------------------------------|-------------------------------|
| EMPIRE | On 28th June. | On 22nd June. |
| ST. ALBANS | On 28th June. | On 20th July. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

56

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU" INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | CAPTAIN | DATE OF SAILING. |
|-------------|---------------|------------------------------|
| SHINYO MARU | H. S. Smith | TUESDAY, 25th June, NOON. |
| CHIYO MARU | W. W. Greene | TUESDAY, 25th July, at Noon. |
| NIPPON MARU | A. G. Stevens | TUESDAY, 13th Aug., at Noon. |
| TENYO MARU | E. Bent | TUESDAY, 20th Aug., at Noon. |

The S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND HONOLULU, on TUESDAY, the 25th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the Tehuantepec National Railway at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS | TONS | DATE OF SAILING. |
|---------------|--------|-----------------------------|
| KIYO MARU | 17,500 | TUESDAY, 6th Aug., NOON. |
| BUYO MARU | 10,500 | FRIDAY, 4th Oct., at Noon. |
| HONGKONG MARU | 11,000 | TUESDAY, 3rd Dec., at Noon. |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

2471

EST. ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 19th June, 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

| FOR | STEAMERS | TONS (Gross reg.) | LEAVES. |
|--|----------------|-------------------|--------------------------------|
| VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA | "TACOMA MARU" | 6,178 | THURSDAY, 11th July, at 1 P.M. |
| | "SEATTLE MARU" | 6,182 | THURSDAY, 8th Aug., at 1 P.M. |
| | "CHICAGO MARU" | 6,182 | TUESDAY, 3rd Sept., at 1 P.M. |
| VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA | "CANADA MARU" | 6,064 | TUESDAY, 25th June, at 1 P.M. |
| | "PANAMA MARU" | 6,059 | TUESDAY, 23rd July, at 1 P.M. |
| | "MEXICO MARU" | 6,064 | SATURDAY, 17th Aug., at 1 P.M. |

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco:—

| | |
|--|-------------|
| From Manila | G. \$130.00 |
| From Hongkong, Shanghai and Keelung | G. \$110.00 |
| From Nagasaki, Moji, Kobe and Yokohama | G. \$ 95.00 |

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for foreign passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at 1st Rates. Best adapted rooms for carrying Silk, Wax and Parcels. Special attention given toward Express-connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

| FOR | STEAMERS | LEAVES. |
|----------------------------|--------------|--------------------------------|
| TAMU—via SWATOW and AMOY | "DAIGI MARU" | SUNDAY, 16th June, at Noon. |
| FOCHOW via SWATOW and AMOY | "KAIJO MARU" | WEDNESDAY, 19th June, at Noon. |

N. B.—S.S. "Kaijo Maru" will arrive at and Depart from Soon Yip Co.'s Wharf, (Near the Harbour Office, Praya Central).

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

7773-7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS | TONS | SAILING DATES |
|---|--------------|-------|------------------------------------|
| MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID | IYO MARU | 7,000 | WEDNESDAY, 19th June, at Daylight. |
| | HIRANO MARU | 9,000 | WEDNESDAY, 3rd July, at Daylight. |
| VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA | TAMBA MARU | 7,000 | TUESDAY, 18th June, at 4 P.M. |
| | SANUKI MARU | 7,000 | TUESDAY, 2nd July, at 4 P.M. |
| SYDNEY and MELBOURNE, via MANILA, TOWNSVILLE and BRISBANE | KUMANO MARU | 6,000 | FRIDAY, 5th July, at Noon. |
| | YAWATA MARU | 5,000 | FRIDAY, 2nd Aug., at Noon. |
| BOMBAY via SINGAPORE, and COLOMBO | COLOMBO MARU | 5,000 | MONDAY, 24th June. |
| KOBE and YOKOHAMA | KAMO MARU | 9,000 | WEDNESDAY, 19th June, at 5 P.M. |
| | TOSA MARU | 6,000 | WEDNESDAY, 19th June. |
| SHANGHAI, MOJI and KOBE | YAWATA MARU | 5,000 | About WEDNESDAY, 24th July. |
| NAGASAKI, KOBE & YOKOHAMA | TOTOMI MARU | 4,000 | MONDAY, 17th June. |

† To be connected with S.S. "SHIZUKA MARU" at Kobe.
Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS

BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. Machida, Saturday, 29th June

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

| | Yokohama Return. | Kobe Return. | Moji Return. | Nagasaki Return. |
|-----------|------------------|--------------|--------------|------------------|
| 1st Class | \$135 | \$122 | \$108 | \$95 |
| 2nd " | \$ 81 | \$ 75 | \$ 65 | \$ 57 |

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave to HONGKONG | Connecting Steamers from COLOMBO to MARSEILLES & LONDON | Due MARSEILLES (Brindisi 2 days earlier) | Due PLYMOUTH (London 1 day later) |
|----------|-------------------|---|--|-----------------------------------|
| Steamer | Tons | Steamer | Tons | |
| ARCADIA | 7000 | MOEDA | 11000 | SUNDAY, July 21 |
| ASSAYE | 7500 | MARMORA | 10500 | Aug. 4 |
| DEVANHA | 8000 | MOLDAVIA | 10500 | Aug. 18 |
| DELTA | 8000 | MAJOJA | 12500 | Sept. 1 |
| INDIA | 8000 | HIMALAYA | 7000 | Sept. 15 |
| | | | | FRIDAY, Sept. 21 |
| ARCADIA | 7000 | MEDINA | 12500 | Sept. 28 |
| ASSAYE | 7500 | MALWA | 11000 | Oct. 12 |
| DEVANHA | 8000 | MOLTAN | 10500 | Oct. 26 |
| INDIA | 8000 | MACEDONIA | 10500 | Nov. 9 |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £49.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG | Due LONDON |
|----------|----------------|--------------|
| | Tonnage | |
| SYRIA | 7000 | June 19 |
| NORE | 7000 | June 26 |
| SIMLA | 6000 | July 10 |
| NUBIA | 6000 | September 4 |
| SARDINIA | 7000 | September 18 |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES TO LONDON.

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent

781

